**Speaker 1** (00:06): How are you, Dr. Devine?

**Dr. D’Ette Devine** (00:06): Doing very well. Thank you.

**Speaker 1** (00:09): Good. I have a couple questions for you here. So just answer them to the best of your knowledge. I'm assured that you already read over most of these.

**Dr. D’Ette Devine** (00:15): I did.

**Speaker 1** (00:15): Okay. So what has your experience been like with the Williams Chevrolet business? Which is your brother's business, your family's business to my knowledge.

**Dr. D’Ette Devine** (00:24): Basically, it is as a family business. As a child, I grew up with my father beginning his own business, and that has developed into the Williams Family Auto Mall today. It actually began in 1947 with my uncle, Frank Williams, who began Williams Motors. And then my dad opened Anchor Pontiac and Buick in 1962. After that Williams Chevrolet came along, he acquired that as well as Bayshore Auto. There were three sort of what you'd call mom and pop car dealerships in the town of Elkton. And then my brothers and my first cousin, that would be Frank, Tom, David, and Barry, moved the dealership, consolidated the business and moved it out to Route 40. I think it's been 10 years or 12 years that it's been on Route 40. So now it's Anchor Buick because Pontiac is no longer made. Williams Chevrolet and the Williams Used Car. And they all sit on the same property.

**Speaker 1** (01:30): Question number two, have any significance in the past that you would know of, you know, your family business, how has it affected your business?

**Dr. D’Ette Devine** (01:37): Well, obviously the economy is very important and the sale of American-made automobiles. And when the economy did a downturn, obviously there was concern about that, when General Motors was in such difficulty, but they weathered that storm. And part of the reason is the economy of scale, bringing all the businesses together in one location, was very, very wise and to the family's advantage.

**Speaker 1** (02:02): How has the family business, like, as you were saying about how it consolidated into one company, moving to Route 40, how has it like built to fit the community of Elkton? Because like you said, it's been around here for like ever.

**Dr. D’Ette Devine** (02:13): Right, well, although they became what would be a much larger enterprise, the family has a slogan, the Williams Way, and the Williams Way means that you treat your customers fairly, with respect, obviously you make your income from that, but you do so as a responsible member of the community. And my entire family has given back to the community. My dad was active in little league for many, many years and all of the family is involved in different community events and charities.

**Speaker 1** (02:48): What is your view on cars? Because you being in the business, you must have a view on cars.

**Dr. D’Ette Devine** (02:54): Well, let's just say, I think you should buy American-made cars. It's a staple of our economy.

**Speaker 1** (03:00): Do you think having Route 40 pass directly through Elkton has affected the amount of business the dealership has received? Because you said the dealership that consolidated right on Route 40. I'm assuming that was like a smart business idea or was it just the location was nice?

**Dr. D’Ette Devine** (03:15): No, it was a business decision because there were three businesses in town, one where American Home and Hardware is today. That was the original Williams Chevrolet. On the corner of, I guess it's High and Main was Bayshore Auto. The town of Elkton has that today. And then Anchor was on Bridge Street. So they were all virtually in town. And so they've continued, obviously, by their good name to sell cars locally, but what Route 40 has done is put them more in the maybe the out of county commuter right there on the edge of the Maryland-Delaware state line where people travel by. So certainly the location is advantageous and that was a business decision.

**Speaker 1** (04:05): Do you have any interesting stories that have occurred within the Williams Chevrolet family and the Williams Chevrolet business?

**Dr. D’Ette Devine** (04:05): Well, we all worked in the business. As a teenager I answered phones and ran errands and did work for motor vehicle licensing and tagging and things. I don't know, there are lots of stories, some I can share and some I can't, but my brothers and sisters and I would go to the docks in Philadelphia with my father and bring cars back from the shipyards.

**Speaker 1** (04:32): Oh, really?

**Dr. D’Ette Devine** (04:32): And drive them back here to Elkton.

**Speaker 1** (04:34): Oh, that's interesting.

**Dr. D’Ette Devine** (04:35): As soon as we got our licenses, we were part of the fleet.

**Speaker 3** (04:44): How long has the courthouse been doing marriages here that you know of?

**Janice Potts** (04:48): Since 1964.

**Speaker 3** (04:50): That's a long time.

**Janice Potts** (04:51): Mm-hmm (affirmative). They did away with the justice of the peace in Cecil County and started doing the civil ceremonies here at the courthouse in 1964.

**Speaker 3** (05:01): Okay. Do you enjoy doing your work here?

**Janice Potts** (05:03): I love doing my job. I love doing the civil ceremonies here in the courthouse.

**Speaker 3** (05:08): Can you tell us what your favorite part is?

**Janice Potts** (05:10): You mean part of the weddings?

**Speaker 3** (05:12): Yes.

**Janice Potts** ([05:12](https://www.rev.com/transcript-editor/Edit?token=Epb_9C_qTWXbLLRUBo68OArsSLadDC3bPYT5vmQj0hi-cOsJvO26-t1XlBLznU0qPpvsLENaXXX7-fG8k6ciARmSHB4&loadFrom=DocumentDeeplink&ts=312.9)): Meeting different people from different countries and I've married people from all over the world.

**Speaker 3** (05:18): You do?

**Janice Potts** (05:18): Oh, yes.

**Speaker 3** (05:18): They come all the way to Elkton just to be married?

**Janice Potts** (05:18): Oh, yeah. They come up from all the different countries and people in the United States, and different states.

**Speaker 3** (05:28): Okay. What was the first marriage that you conducted like for you?

**Janice Potts** (05:34): For me? I think perhaps I probably was nervous because you know it's somebody's wedding day and I wanted everything to be nice for them. And they said it was so that made me feel good.

**Speaker 3** (05:46): No, that would make you feel good.

**Janice Potts** (05:48): Yeah. I just wanted to do an excellent job. A professional job.

**Speaker 3** (05:52): So you said that people do come from out of like the country and state and stuff to be married here. So why do you think they come here instead of other places in your personal opinion?

**Janice Potts** (06:03): I think most people come here... We still have the two day waiting period. It's been in effect since 1938, but I mean, I think they can be more casual one. And it's probably the price too, you know, because large weddings cost different things. And there are probably a lot of other reasons. We have no blood test and they just... And I think Elkton back during the war and right after the war was known as like little Vegas, the marriage capital of the East Coast. And I think that trend just carries on.

**Speaker 3** (06:42): Do you think that the major road of Route 40 being built had anything to do with all of the marriages?

**Janice Potts** (06:49): Absolutely, yes, and 95.

**Speaker 3** (06:49): And 95?

**Janice Potts** (06:50): Mm-hmm (affirmative), because they come from Virginia, we get a lot from New Jersey, Pennsylvania, New York, Virginia, from all around, you know?

**Speaker 3** (06:59): Okay. What was your favorite marriage like?

**Janice Potts** (07:03): What was it like?

**Speaker 3** (07:03): Yeah. What was your favorite one that you conducted?

**Janice Potts** (07:05): My favorite marriage? Well, as I told the other reporters, they're all... It's someone's wedding day, so they're all important.

**Speaker 3** (07:15): Right.

**Janice Potts** (07:15): So I don't think I really had a favorite, but I did Charles Barkley's.

**Speaker 3** (07:22): You did?

**Janice Potts** (07:22): Yes, when he played for the 76ers. And then I did John Eisenhower, president Eisenhower's son.

**Speaker 3** (07:29): You did? That's really cool.

**Janice Potts** (07:32): And then I did Ted Key's who wrote the comic strip, Hazel. And it was a TV strip, a little sitcom. And Johnny Wockenfuss who played for the Detroit Tigers and he ended his career with our Philadelphia Phillies. So...

**Speaker 3** (07:49): That's cool.

**Janice Potts** (07:50): I mean, and they were different, but everybody's wedding, I would just have to say I enjoyed doing everybody's wedding.

**Speaker 3** (07:59): Just for the love that's like felt and everything?

**Janice Potts** (08:00): Yeah, because it's your wedding day and I try to give the same ceremony to each one to make them feel comfortable and happy when they leave.

**Speaker 5** (08:19): The first question. Do you think segregated schools had a role in the low graduation rate of nine students in 1964?

**Charles Givens** (08:28): Yes, I do because back in the '60s, there was only one school in Cecil County, basically that was George Washington Carver High School. Then as the schools begin to integrate a lot of African Americans in specific areas begin to go to schools that were in their neighborhoods. So therefore they didn't have to come to Elkton to go to school.

**Speaker 5** ([08:52](https://www.rev.com/transcript-editor/Edit?token=B0I3vxv1Ji-58ysFa8Et2hcC_Wf47sK6xl3HsyO1uRfFP9RzIz3ZP0sXnpSkIhj2EQSbP1gq1IQmuPOhn2f4G043saI&loadFrom=DocumentDeeplink&ts=532.51)): Do you think that if there was more schools open, available to African American students there would've been like higher graduation rates?

**Charles Givens** (09:00): I would think so. At the time George Washington Carver was the only school for African Americans. So therefore you didn't have a great number of African Americans attending school then. So your numbers were very, very small. Whereas George Washington Carver was averaging maybe 25 to 30 people graduating from high school, your white schools had kids in the neighborhood of 200 graduating from school.

**Speaker 5** (09:27): How do you feel about being a part of the last segregated class?

**Charles Givens** (09:32): I was not one of the last graduating classes, but I was in one close to. And at the time our numbers began to become very low when it come to graduation, because most of the kids were beginning to go to schools in the area. Like the kids that came from Port Deposit went to Perryville High School. The kids were coming from Chesapeake City and Warwick went to Bohemian Manor. A lot of students that came from Fair Hill and around went to Elkton High School. And a few of the African American kids went to school in Northeast that would normally come to George Washington Carver High School. So therefore Carver was shrinking in numbers while the other schools' population were increasing maybe 10%.

**Speaker 5** (10:18): Describe the most challenging time period during the segregation era that you experienced.

**Charles Givens** (10:25): Basically a few things I remember during segregation here in Elkton, when there was a movie theater that sits on North Street, African American kids had to sit upstairs, the white population sat downstairs. There were a lot of restaurants that you went to and you bought food. You could buy the food in the restaurant. You could not sit down. A few places in Cecil County at the time basically had for colored only restrooms. And there was bathrooms for white only. I recall in school, we used to get hand-me-down books from the area schools. We used to play athletics, we also got hand-me-down material from the schools. We didn't always get the best of things. We always got hand-me-downs. So, it was something that we got accustomed to.

**Speaker 5** (11:17): What influence were around during your childhood? For examples, Malcolm X, Martin Luther King, Jr., et cetera.

**Charles Givens** (11:24): My childhood during the '60s, you had so much that was going on. So evidently you had to make some choices. There was Malcolm X and he had this slogan called, "burn, baby, burn." And you know, he was very militant. He had a group of people that he led and he believed in fighting against the opposition. Whereas Martin Luther King came around, he believed in nonviolence. And people had to make a choice. For some people they believed in violence and other people, they didn't. I myself believed in what Martin Luther King did. That was nonviolence because you cannot settle anything by fighting or anything of that nature.

**Speaker 5** (12:04): And do you think that the way you were raised or maybe your surroundings kind of gave you that you view of that violence wouldn't help much?

**Charles Givens** (12:15): Basically here in Elkton, even though there was segregation, we always felt comfortable with the things and the accommodation that we had. So we didn't see a lot of the severe segregation that a lot of people felt elsewhere in the state of Maryland or around the world. Some conditions for them were very, very bad when it came to housing and schools and things like that. But I just think here we were a little bit more fortunate that that problem wasn't outrageous as it was in other places.

**Speaker 5** (12:46): What type of things did people appreciate or like look forward to while you were a child?

**Charles Givens** (12:50): When I was a child, basically, we just did the normal things. You played athletics, you went to school, you really believed in families. As a group, an African American, I think you clung together a bit better than even than we do now. Basically you had the semi-pro baseball team, which a lot of people attended. There were just a number of things that people did. Going on picnics, going to a beach in Annapolis, it was called Carl's Beach, I don't know what it is now. And they did things like that. Fun things.

**Speaker 5** (13:29): So school with like athletics were like pretty [inaudible 00:13:33]?

**Charles Givens** (13:33): Athletics, to me, again, played second fiddle because when we went to George Washington Carver High School, the only activities that we actually had was basketball and baseball. We were not able to... And, I'm sorry, also track. And we didn't have the fortunate of sports that the other schools had. Even at Carver High School, when you went to school there, they didn't have a track. So everything you did, you did on a grass field. And you put your cones up and you ran around where if you was at another school, you would have those kind of things. If you had seen our gym, which was nothing but a band box, you would wonder how that even existed. We never had a score clock. We had a little clock that was on the table. We never had a scoreboard the kids had these little hand signs and they would stick up there to show you the scores. So there was a lot of things that we didn't have but we survived and we appreciated it.

**Speaker 5** (14:26): Do you think that you not having those when you were in high school, like the best of conditions... Like at our school, we have a nice gym, you have nice track, you have a nice football field. Do you think any of that kind of like... Because you didn't have it, like it kind of painted a picture of what you wanted now being an assistant principal or did that not have an effect on it?

**Charles Givens** (14:48): I think when we was at George Washington Carver High School, the one thing that was great is that the teachers pushed you. They had a sincere interest in what you did, and it just didn't happen during the school day, it happened after school. And anybody that went to George Washington Carver High School have memories of togetherness at the school because the one thing you did, you learned. And you learned your reading, you learned your writing, you learned your arithmetic, you learned your spelling, all the things that were prevalent then kids were really pushed to become successful in. Everybody loved to go to school. You didn't have a high dropout rate. You had some kids who would live a couple miles, two or three miles out of town. They would walk to school if they missed the bus. I mean, they did every possible thing they could to be successful in high school.

**Speaker 5** (15:40): Which, you could fairly say, is much different to how things are today.

**Charles Givens** (15:43): Exactly.

**Speaker 5** (15:47): Okay. What was your initial response to desegregation and why?

**Charles Givens** (15:50): When the last graduating class in 1954 closed, which meant the following school year, that all schools were fully integrated, I thought that was a great thing. Now we can get some of the accommodations and the best things there were to offer. You reflect back and you think about the kids now can be close to the schools in their neighborhood. Many of you probably not familiar, but kids that live in Conowingo, which is almost 35 or 40 miles, had to get up very early in the morning and travel to George Washington Carver High School. If you lived towards Chesapeake City, Cecilton, Maryland, Warwick, Maryland down on that end, again, the kids had to travel to Elkton High School in Northeast, in Fair Hill. So those people had to get up early in the morning to come to school. And when they were coming to school, they were going past schools that were already there.

**Charles Givens** (16:48): For instance, if I lived in Cecilton or Warwick, I'd come all the way past Bohemian Manor High School just to come to Carver, spend my day at Carver, go back past that school, go home and get dropped off. So those kids were getting up five o'clock in the morning. And basically it was tough for them to do, but they did it and they survived. And you didn't know any better. You become accustomed of going to an all-Black school in which they were. And if you've never been to an integrated school, a white school, you don't know the difference.

**Speaker 5** (17:17): Right. Okay. How did it make you feel seeing white kids with privileges that you didn't have?

**Charles Givens** (17:30): Again, I go back to basically, whatever you had or whatever the good Lord gave you took that and you took advantage of it. Certainly you saw kids with the better things in life. You saw kids that drove cars to school. You saw kids with the better clothing and having opportunities that you did not have. So, some people work to go beyond that and to get where they are on their level. And some did what was necessary in order for them to survive. I was one who never... I was never jealous of anyone when I was going to school. And I had a lot of white friends and was very, very close to them. But I looked them as an equal to me, the only difference in them at the time were maybe economics and the fact that they had lighter of skin, but we were all the same people.

**Speaker 5** (18:17): So what things do you think change that... Well, to reword it, because now the generations have changed and it's much different. A lot of kids seem to be jealous of a lot of kids. Like, is there any reason why you think kids are so jealous nowadays or ungrateful for what they have?

**Charles Givens** (18:43): To me, I think right now is a great time to be living in America because basically you have your different classes of people. You have your different types of people and you have African Americans, you have Asians, you have Hispanics, you have white and seem like now all of a sudden that these people have to come together in this world to exist. They have to coexist. When I was coming up in the '60s basically all you have basically was your Blacks and you're white. And somewhere along the line, you may have a few Asians or Japanese or what have you. But it was almost like Black versus white in the world that was brought up economically.

**Charles Givens** (19:25): Now it's just totally different. I mean, everybody gets along and what have you. Even way back then white people dated white people, white people married white people. Back then Black people pretty much through their ground and they dated each other and marrying each other. But now if you look at the difference in life that white people and Black people are now cousins and interrelated and it's just different. The classes of people have now come together where before they were separated.

**Speaker 7** (20:04): All right. My first question is, what year did you become a firefighter?

**Henry Shaffer** (20:13): Would've been 1961. I'd been a fireman about two years prior to the branch.

**Speaker 7** (20:23): Why did you want to be a firefighter?

**Henry Shaffer** (20:25): Well, my father was a fireman and member of the fire company. I was on the board of directors and he had a desire for me to also be a member and it was a opportunity to serve the community. So I was willing to do that.

**Speaker 7** (20:45): Can you tell us anything about the plane crash that took place on December 8th, 1963?

**Henry Shaffer** (20:48): Yeah. Obviously it was a very memorable event in my life. As you said, it took place on December 8th, 1963. And I can remember very well what I was doing at the time, because approximately two and a half weeks before President Kennedy was assassinated. So I was home working on a project, putting together a scrapbook about that particular event, which was assigned from school. I was a junior at Elkton High School at the time.

**Speaker 7** (21:30): Oh, you were?

**Henry Shaffer** (21:32): So that was a project that I had in social studies. And we had a monitor in our home, which would repeat calls that went out to firefighters when there was event. I can remember about 8:30, I think at 8:28 exactly, in the evening, the call came out on the monitor that there had been a plane crash possibly in the Elkton area. Calls were coming into the control center then and there were so many calls coming in they didn't know exactly where it was located. If you went back and listened to the calls that came in there were calls from Oxford, from Newcastle, Delaware, from Newark, from Wilmington, Havre De Grace area, were all calling in saying there's a plane crash in this area. But no one really where it was exactly at the time. So I lived in town so I very quickly went to the fire hall that evening. And then we were having a torrential downpour, I mean, just very hard rain.

**Speaker 7** (22:48): It was a thunderstorm at the time, wasn't it?

**Henry Shaffer** (22:50): And actually lightning, there was a thunderstorm and it was a miserable, miserable night. But I responded there and actually I was on the first... The first piece of equipment that went out of there was... The first two pieces were fire and rescue truck with the chief and an ambulance. And I was on... And actually it was an ambulance fire rescue truck as well, sort of like they have today. So, I was on the first piece of apparatus to actually arrive at the scene. The plane was coming from Puerto Rico to Philadelphia and had stopped in Baltimore. And as it approached Philadelphia, the information that we've received later was it was in a holding pattern.

**Speaker 7** (23:42): When you say, "holding pattern," what does that mean?

**Henry Shaffer** (23:45): Holding pattern means that because of the storm it's was more difficult, I guess, to get planes in and out of Philadelphia. Consequently, instead of just going right in it was a holding pattern circling the airport until it was time for this particular plane to come in. So it had been in a holding pattern for a while, which put it over the Delancy Road area in Red Hill outside of... Just Northeast of Elkton. So that's kind of the background. I will tell you at the time that we went out, left the fire station out there, we didn't know what we had. At one time someone said, well, may have been a Piper Cub that had gone down. As it turned out, it was a Pan Am Boeing 707. And at that time it was the second largest fatality, number of people perishing, in the history of the airways at the time. I think there was one in Italy that might have been more.

**Speaker 7** (24:59): Plane was struck by lightning in the air, correct?

**Henry Shaffer** (25:03): That was an interesting part too, because it was... At that time they're saying, oh, no, they're not prone to be hit by lightning. But now I think historically as they've examined this and the research indicated that most likely it was hit by lightning. But it was not for a while until they actually came up with that conclusion.

**Heather** (25:36): Hi, Mr. and Mrs. Carrow, how are you?

**Bill Carrow** (25:38): Hi, Heather. We're good thanks.

**Doris Carrow** (25:38): Hi, Heather. I'm just fine, thank you.

**Heather** (25:43): What made you want to live in Chesapeake City?

**Doris Carrow** (25:50): Well, we fell in love with Chesapeake City when we visited Schaefer's Canal House. And we used to sit out on the deck and watch the ships and the boat traffic. And they had music there and we would just sit and watch and listen, and we just kind of fell all in love with the town. That's how we...

**Bill Carrow** (26:16): They had a steel band and she didn't tell you, but we used to dance there also. We loved the music and we stopped there on our way home from... We had a beach house in Delaware and for something different, we'd come up through Maryland. And that's how we just discovered the bay and... So...

**Doris Carrow** (26:35): And Chesapeake City.

**Bill Carrow** (26:36): And Chesapeake City, right.

**Heather** (26:38): Do you guys recall when the bridge got knocked down?

**Bill Carrow** (26:44): Well, it was before our time, but I know about it. It was knocked down in 1942 and took out I think it was called the lift bridge and took seven years to rebuild what we currently over Rout 213. But the bridge was hit by a German freighter and something went wrong mechanically, I think, on their freighter, that's a little fuzzy in my mind, but it veered off to the starboard side and took out the bridge. And at that time, that was the only way to go from the north side to the south side and vice versa. So they had to get a ferry in, and that was how everybody traversed the canal. The school kids, school buses, had to get on the ferryboat every morning, come back every night. And the traffic also had to get on the ferry.

**Bill Carrow** (27:42): And I remember as a kid, my parents would take me to Tolchester, which had a famous or quite nice amusement park. And that was the only way to get to Tolchester. So I remember waiting in line for that ferry, vaguely. That was a long time ago. I was about... Well, I guess I was seven when that happened, but it was the only shuttle in town. If you were going down to Maryland, that's how you had to go. It was quite an imposition, but people tolerated it. Had to.

**Heather** (28:25): What do you know about the widening of the canal?

**Bill Carrow** (28:30): Well, we weren't living here when they widened, but they widened... First of all, it started out it was 36 feet wide and 10 feet deep and it was like this. They widened it once and took out some of this. They straightened it. And today it's 450 feet wide and it's 35 feet deep. So there's one turn that they talk about they should change. It's east of us. I hope they don't because they're going to take out some of the wildlife area, I don't think they will, but it's changed considerably. It used to be locks they would have to... Because the Delaware River and Elk River are two different levels, they had to put install locks so they would bring the water up from the low side and get the ship in and then take it down on the other side so the ship could go out.

**Bill Carrow** (29:42): And they had mules that actually drug the barge or the ships through. But 36 feet, I'm sure there wasn't a lot of maneuvering room and probably wasn't... Course, sail boats didn't have the power anyway, but they chose mules, I guess, for safety and propulsion to move the ships through both ways. Now they can go through side by side under their own power. So it's considerably changed. But I think we both remember when it was back around 1960 when they dredged it the last hunt, and that's when they lost the street, they moved Schaefer's, which was probably the only restaurant, I'm not sure, but it was the best restaurant in town, moved it back to accommodate the widths. So there was a drastic change in the width of the canal.

**Heather** (30:43): Do you like that they widened it?

**Bill Carrow** (30:45): Yeah.

**Heather** (30:46): You think it's better?

**Bill Carrow** (30:47): Well, it's good for two reasons. It allows larger ships to go through, which I don't know that Chesapeake City gains any benefit from that, but commerce does, they can have bigger ships go from Philly to Baltimore and vice versa than they could back before it was widened the last time. So it's good. And then for us, we have more to look at, we have bigger ships, a greater variety of ships to look at, and it's neat. It's really nice. So we're glad they did.

**Heather** (31:23): How has it changed the town?

**Bill Carrow** (31:26): The canal?

**Heather** (31:27): Yeah, the widening of it.

**Bill Carrow** (31:31): Well, if you go way back to when it was 36 feet wide, there was a lot of traffic that stopped there because Schaefer's was known for its ships chandlery, which means they stock supplies for ships and fuel. And of course they had a good restaurant. I don't know what it was like back then. Today, the big ships don't stop, but it allows larger yachts to come in and before Schaefer's went out of business, and hopefully this won't reoccur, they would stop for fuel, they'd stay overnight at the restaurant. The town then would gain some money because lots of bigger yachts would go through than before. So it's that part of it was really good for the town. And hopefully that's coming back.

**Heather** (32:24): Yeah. What's your favorite memory of the canal in the town?

**Bill Carrow** (32:31): What's your favorite one?

**Doris Carrow** (32:34): I think just the good times that we had down in the north side of Chesapeake City, where Schaefer's was. And just being down there and watching the ship traffic, boat traffic, listening to the music. And there's also a small dirt road behind our property along the canal. It's nice for walking, walking our dogs and riding bikes. And it's just a wonderful place to live.

**Bill Carrow** (33:19): I have two more good memories.

**Doris Carrow** (33:20): Yeah. We... Yeah.

**Bill Carrow** (33:22): Yeah. Our son was married on the north side. Our daughter was married on the south side. So when we came here lots of memories occurred.

**Heather** (33:33): Yeah.

**Bill Carrow** (33:34): It's a great place. We really like it.

**Heather** (33:38): Do you go to the south side a lot?

**Doris Carrow** (33:41): Yeah, I think we do.

**Bill Carrow** (33:43): I guess so, yeah. And since we moved here, they have what they call a ferry. It's the Miss Clare that runs back and forth from the north side to the south side. It runs on a schedule, but the owner has told us, "If you come down and stand on the dock on the north side, we'll come pick you up and take you to the south side." So that's really small town living and we love that part of it.

**Doris Carrow** (34:09): Fun. It's a little tour boat and people pay to go on tours up and down the canal. And it's very nice, just a small boat. It's not a big ferry boat, but it's a small boat, but they call it a ferry.

**Bill Carrow** (34:24): This is more small town, they run an ice cream special on Thursday nights. If you're down at the dock, I think, at six o'clock, I might be a half hour off there, they take who's ever there to the other side, to the ice cream place that's on south side. And then in, I think, 45 minutes, they bring them back again. So who else has anything like that? You know, it's... And the town, not one traffic light, I love that. It's really great.

**George Reynolds** (34:59): Why did I go into archeology? So one morning, bright and early, I'm out there hauling my potatoes. And they were all up about that high and they're in bloom and I'm hauling away. And I saw something white on the ground. I reached down, picked it up and it was an arrowhead about that long. So I looked at it and I thought to myself, here I'm doing all this kind of work. What did the Indians do? How did they survive? I knew they were here. I found a arrowhead. So it got me thinking. So when fall came and got a little bit less, I went down to the library and Mrs. Jefferson was the chief librarian. And I said, "Mrs. Jefferson," I told her, "I'd like to learn something about..." "Oh, oh, oh, no problem. You read Johnson's History of Cecil County. Tell you all about the Indians."

**George Reynolds** (35:45): I got it, opened it up, on page four it says the Indians were up around rising sun because they found arrowheads made out of a certain stone which come from Greece, Greek, Egypt or someplace, Greece I think. We don't even have the stone here. And so there wasn't anything really written. So I read a piece in the paper. They were going to have a meeting in Baltimore and a speaker, so forth. So I went to the meeting, I joined the Archeological Society of Maryland, which was at that time a section of the Maryland Academy of Sciences. And that's important. Then I started collecting artifacts in the field. Then when at University of Delaware I had to write 10 themes. And one theme was what I wanted write about. They give me a title, nine, but the 10th one was for me to write about. What did I want to write about?

**George Reynolds** (36:36): So I wrote about the first arrowhead I found and how it affected my mind and how my brain thought about the Indians and so forth. Well, the teacher thought that was an outstanding paper. He said, "May I read your paper, Mr. Reynolds, to the class?" I said, "Sure." Then he called me aside. He said, "I'm going to the Archeological Society of Delaware's meeting on Saturday night and Dr. Alfred Kidder and Dr. John [inaudible 00:37:04] are speaking there and I'd be glad to take you up if you come to Newark to my house." I went up and I took my little box of arrowheads, and we were in the YMCA and they run us out about nine o'clock. And about 10 o'clock we're still on the street corner under a mercury vapor lamp, looking at my arrow heads and talking to me. So I've been on fire for it ever since. And I've done a lot of work locally.

**Speaker 12** (37:28): Well, can you tell us about the Northeastern chapter of the archeological society?

**George Reynolds** (37:34): Society, all right. So what happened while I'm digging this site, the local were printed a picture, see, of me digging this site. Well, so many people came and they got so interested in it that I decided I'd better set up a local chapter. So I went to the Maryland section of Maryland Academy of Sciences and says, "I want to set up a chapter because it's too far for us to come to Baltimore all the time." "Well, you can't do that." They told me I couldn't do it. So I gave them an option. I gave them an option. "Either you let me become the chapter of the Archeological Society of Maryland section of Maryland Academy of Science, or I will become an independent organization and call myself the Delmar Archeological Society. What you want?"

**George Reynolds** (38:24): So they allowed me to become... So I was the first chapter. We got about 12 chapters in the state of Maryland now. So that's how I set up the Northeastern chapter. And I was president for a long, long time, maybe 20 years. Every once in a while I'd get somebody to fill in for a year or so and then it tumbled back in my lap again. What we have in the county, we have a Colonel Hollingsworth and it's called the Outlanding Site. It's now next to the jail site. And we found six skeletons at the jail site. And the first one we did, we wrapped it in burlap and Plaster of Paris and this, that, and the other. We sent it to the Smithsonian Institute, and it was a woman and she died about 1400 AD. And everything was there but her cartilage, her ribs were cartilage and they disappeared. The rest of the Indians we left there.

**George Reynolds** (39:13): All right, so it's the same site. It's contiguous to what we're doing now. So last week we took ground penetrating radar there. We rented it for two days. And what happens Colonel Hollingsworth was a quartermaster for the Merle Militia. And at that site, he made bayonets, he made swords, and he made gun flints for the old muzzle loaders where they put the old muzzle loader and they had a piece of flint come down to strike, make a spark and set the gun off. And what we did, we used ground penetrating radar to look into the ground because he must have had... See, there's only two buildings there. Now, the original old stone buildings that Hollingsworth lived in and a big house that's still there. It belongs to that elk landing group. And we're looking for possibility of outbuildings there. There had to be a couple of shops, a blacksmith's shop for making the swords and the bayonets.

**George Reynolds** (40:14): And General Washington told him to collect all the food for his army, you know, flour, fish, all kind of meat, whatever he could find. So there's possibility there'd been a coopers shop to make barrel staves and things like that. So we don't have the answers yet. It went out to the University of Denver, Colorado, was where the man came from to operate the equipment, the ground penetrating radar. So we're looking for that. While the ground penetrating radar was working, we took some metal detectors, real high grade metal detectors, and we put 10 feet apart and started walking across this area where I told you were the skeletons and things and all the artifacts were.

**George Reynolds** (40:57): And one of the things we found that afternoon, we didn't want to dig deep. We just want to go in the ground maybe a foot the most because we're not ready for the dig yet. We're just getting ready. And one of the things we found was a thing called a grape shot. Now a grape shot went inside of a cannonball and it was about an inch and a half, inch and three quarters in diameter. It's made out of steel and the old metal detector pinged it out and we took the shovel and flipped it right out the ground. There it was right there on that site. So we're looking to see what the remnants are and what we can learn about the Revolutionary War and the War of 1812. So I'm enjoying life. I'm having a good time. We call it an avocation. It's not an occupation. It's an avocation. It's more than a hobby because it keeps me busy night and day. And I hope to write this all up. I hope to write it up in a book, all my experiences in archeology and also history.

**George Reynolds** (41:53): And I'm writing, not with both hands yet, I'm writing so hard almost with two hands. But anyhow, I'm trying to get all this done before the good Lord calls me home. And if I can make it, I'd like it right up the history of the area. And also particularly the history of the Big Little Elk Creek. See, the Big Little Elk Creek were extremely helpful to the Indians. I told you about the rock shoulder that I dug that really got me started. But it was the power source for Colonial America, between Pennsylvania border and Elkton's about six miles and the water table drops 160 feet. So it was so important, about every three-eighths of a mile, you had a mill on it. And actually legislation passed a law, if you own land there and you didn't build a mill on it within a couple years, somebody else could come in and confiscate it to build a mill if they decided they'd build a mill on it.

**George Reynolds** (42:51): Because we didn't have steam yet, you see? So it was our power source for grinding our flour and grain and stuff for bread, for making lumber, for making steel, making iron and all that stuff. All the power and one of the biggest paper mills in the United States was right out here at Providence, Carters Mill. And they used water power, it's one of the biggest water wheels in Cecil County. And of course we had Principio Iron Works which started in 1713. And they were making iron for all kind of implements and eventually war weapons and stuff like that. But the object was to start with they were making iron. If you make pig iron, you make the iron important into what we call pigs, you know, then you can send it to factories to make stuff with. So these little creeks were very, very important for a power source for Colonial America. And, all right, ask me another question.

**Speaker 12** (43:52): How important do you think archeology is to understanding our local history?

**George Reynolds** (43:58): I think it's very, very important. It's very important because we have to know where we came from. When I first started in archeology, you'd go down along these rivers and stuff. You know what's happening now? They're all black top and they're all in houses with signs up, "no trespassing." So you can't even get to the sites anymore. You can't get there. So we have to do what we can while we can for future generations. And I think people enjoy going to the Smithsonian Institute will say and looking at all that beautiful display of cultures all over the world, we learn...