

# **The Back Mountain Oral History Project**

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**Project Coordinated by Allan W. Austin, Ph.D.**

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Edwin T. Roth  
1919-2006

Ed Roth was the owner of Roth Jewelers on Memorial Highway, Dallas. His father, Oscar L. Roth (1876-1961), founded the business in Wilkes-Barre in 1918. The business relocated to Dallas in May 1978 and is currently operated by Ed's son James Roth.

Ed Roth was a 65-year member of the Oneida Lodge 371 I.O.O.F, Dallas, and a life member of the Dallas Fire and Ambulance Company. He was also a member of the Harvey's Lake Yacht Club.

The Lake Transit Company, which operated the Natoma, Acoma, Kingston, and Wilkes-Barre steamboats on Harvey's Lake dissolved in September 1937. Only the Natoma, built in 1900, survived the scrapyard. Oscar T. Roth and Robert Roberts, a brother-in-law of Ed Roth, purchased the Natoma and operated it for a time from a dock at Sandy Beach.

Eventually, the Natoma was sold to salvage its metal parts and it was docked along the shoreline midway between Hanson's park and Alderson. Its remains were partially utilized for interior work in a nearby cottage and wreck of the Natoma was abandoned.

In this interview, Ed Roth discusses the final years of the Natoma.

For further information, see the chapter "The Harvey's Lake Steamboat Era" in the book by F. Charles Petrillo titled "Harvey's Lake" (Coal Creative 1983-2018) at [www.harveyslake.org](http://www.harveyslake.org) at p.182-183

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*Oral History*  
*Ed Roth*  
*Harvey's Lake and Transportation*  
*September 20, 2004*

Ed: I came to Dallas in 1937 after graduation from high school in Forty Fort. Shortly before that, like 1934, or something like that. The steamboats were really not functioning and were just really sitting idly at the lake. Because the steamboat era was like 1895 or in that range it started, because that's when the hotels at the lake, some of them even had their own steamboats. They had boats to get the people there because the transportation from Wilkes-Barre to Harvey's Lake was really very dirt roads, trails. A trip from Wilkes-Barre to Harvey's Lake was anywhere from two to three hours long and by the time you made that trip out to the lake and spent a couple of hours there, you had to almost start on the trip to get back home to do it in a day, or else stay over in one of these hotels that had sprung up. But, in those days I lived in Forty Fort. I was born in 1919 and lived down there and we used to eventually when I was a young man, fifteen years old or something like that, we used to go to the Lake to a cottage once in a while or something like that. And by that time the traveling to Harvey's Lake you came through Dallas and up around the college to Idetown and down over the hill and to the lake and from time to time lake road, the road around the lake was being built up and if you look at Harvey's Lake, there's only a few places around the lake that really level out. Almost all the rest of it the roadway goes around and there's not much way to get to a cottage unless you go up a steep hill or have a driveway that's pretty steep into the hill, and leveled off where the cottage was at. The boats really finally ended their service probably in the 20s or something like that and so they laid there and a gentleman who was maybe eight or ten houses away from us on Walnut Street in Forty Fort. I don't know where he ever got his leads that the holdings of the boat companies were going to be for sale, but he purchased the land that they had. They had a home over at, not too far by the outlet, where the steamboats were housed when they weren't operating. They had a man by the name of Clance Shaver, who was sort of like, he had worked on the boats in some fashion and he also was like in charge of it. And there were large steamboat buildings there long before we ever got interested in the things, in the wintertime they used to take the stacks down on the steamboats and put them in there for the winter and one winter the snow collapsed the roof on the Natoma and the boat was in there. I don't think it damaged it in any way because there was nothing wrong with the boat. But they ended up being parked along the shore and drawn up so that they wouldn't sink or anything like that and if they did, the farthest they could go would be right on the bottom of the lake. So, this John Griffith or Jack Griffiths was a friend of my father and he came in the store and kind of said, would you be interested in purchasing this boat. My father talked to my brother-in-law Roberts, and he and my father got together and decided to buy the steamboats, so they didn't know anything about them, but he introduced us to this Clance Shaver who lived by the steamboats and said they were some of the natives that were old Harvey's lake people that worked on the boats that were still around. And they would be able to get the boat in shape. So, they bought the Natoma. And the Natoma was probably next to the last boat that was built on Harvey's Lake. The Acoma was a newer boat and in better shape, but it didn't have the double deck and it wasn't as nice of a boat to do anything with. So they, even though the Acoma was in better shape, and we could've bought that one too, they ended up buying the Natoma and they had the fellas that used to work on the boats come down and they went over all the pumps

and all the things like that and got it all pumped out of water and afloat and tied up to the dock and got it really in running shape and we fired it up one day and took a trial run up around the lake and of course tooting the whistle and attracting some attention. It was quite a sight to see the boat rejuvenated. So possibly six or seven years on Sundays and picnics and different things like that, we ran the Natoma around the Lake for wives, for adults, and children an adult was like 25 cents around the lake and children were 15 cents. I was probably about a sophomore in school when we started to run the thing and I used to like to be on the boat and I finally learned how to jump off and tie the boats off. I was working like a deckhand. And I would say that probably today that I'm probably one of the last ones that really actually rode the steamboats around Harvey's lake and it then got to be kind of a big chore, for us to be going out there every Sunday and every picnic and every spare minute we had and we sort of cooled off. And of course there were some problems. Once in a while, a (inaudible) would blow a hole in it and we'd have to tie it up for a day or two until we were able to go down the stack and remove that tube and replace it so that we could keep the pressure up on the steam blowers and, my brother-in-law and I got pretty good at putting those tubes in the blowers whenever they went and he was pretty good mechanic and I learned a lot from him too and we used to do a lot with the boat. We put a 32 volt light system on it, which was never on the boat when it belonged to the boat company. So we lit it up and have parties at night with the (inaudible) boating parties and they used to bring an orchestra on the thing and they'd do some dancing (inaudible). And finally, towards the last night, my brother-in-law I don't know where he got the lead to do it, but we went down to Harrisburg and bought a speedboat, a 22 foot Chriscraft speed boat and we were going to add speed boat rides to the steamboat rides. About the same time that my brother-in-law got the idea to do this, so did Hanson's at the picnic grounds. And Hanson's had a much better spot to attract riders out so finally we sold the speedboat to John Hanson and there are pictures in here of the picnic grounds with two speedboats. One of those was the boat that we brought up from down around the other side Harrisburg.

Pauline, his wife: But they were originally used for transportation across the Lake.

Ed: But, you see the transportation across the lake and around the lake because of the (inaudible) road that ran around the lake, the steamboats were almost a necessity to meet the trains and meet the trolley. Because the trolley come in on the hill at over by the where the Grotto is on that hill. The trolley track went into there and they used to have to come down that hill to a steamboat dock down at the bottom of that hill. And, the Oneonta hotel was built on that same hill where they used to walk down around the back of it and, there was quite a lot of other hotels sprung up in that area where Joe's Pizza is now. And fires were very prevalent. Plenty of those hotels did not have good this or good that and they caught on fire and once they got on fire, they had no big fire protection, they had to bring fire trucks back and forth from Kingston out to fight a fire and by the time they'd get there from Kingston the place would be gone. So, I would say that, really, to dig this book out and the steamboat era and also the hotel era, which would give you a lot of the ins and outs of the transportation. You see the trolley and it tells you so in this book here if you read it, the trolley could not get through Trucksville or something like that because whoever owned where they wanted to go would not give them the right of way. And so, the law was that the only one that could condemn the land and run the tracks through where railroads. So, Albert Lewis and the Stulls and some of those, they built railroads up there because of the lumbering

and ice cutting business and so the guy that owned the trolley company changed the name of it to some kind of a railroad and got through Trucksville and they eventually got the trolley to go through. The railroad and the trolley practically paralleled each other going out through Shavertown and Trucksville and Fernbrook and into Dallas and then from there the Lake Highway that goes out there now was partially some of the streetcar bed and the railroad cut off and went on up through Fernhill cemetery and on out to the ridge ion Kunkle, crossed that ridge until it came into Alderson out there and they had a train station out there and then crossed the road and went down and went down around the Lake until it come to the picnic ground and then it went out to Mountain Springs and on up to Towanda, as far up as Towanda. But of course, refrigeration killed the ice business so the ice trains quit running the tannery became dying over the years. So all of this was literally wrapped up back in the 30s or something like 35, 36, 37, 38 the railroad and the trolley and all that kind of thing were dying out because they didn't have anybody that would go on it and by that time the automobile stepped in and made it more convenient for people going on a picnic. They didn't want to spend their day waiting around for, and fighting to get a seat on the train. The train used to come down from out and then used to get on it in Kingston so they didn't have to wait until Wilkes-Barre. But by the time it got to Wilkes-Barre there wasn't any seats in it. People were waiting for (inaudible). So I don't know what else to really tell you about the transportation, but this book really I'm sure he researched so much of it from what I've been reading here that the things that should be very interesting you should be almost able to really cover in great detail. I brought this along. My brother-in-law took this picture. You know where Friendly's is?

Renee Lavin: Yes.

Ed: This is a picture of that y in the road where 309 goes on to Tunkhannock...

Renee: Wow

Ed: And the other road comes on into Dallas and the biggest opening going down there would be almost down at, Offset Paperback and that was when the highway went through here somewhere around the late 30s or early 40s and that was when they on the right hand side, in this area down in here, there used to be big sheds that the traction company used to house their summer open streetcars like that they used to use to take people to the Lake for the day. And one night, my wife and her parents' home was just up over that hill, overlooking this. And so those sheds burned one night. It was quite a big fire. I remember viewing it, but I don't think I was living here when that happened because I never came to Dallas until 1937 and by that time the trolley was literally getting pretty scarce. I have quite a lot of pictures, in fact almost every boat that was on the Lake. Petrillo somewhere accumulated the pictures of most of the boats that are listed in here. So I don't even know what some of the pictures are, but this is the Oneonta Hotel, which is on the cover of this book. And this postcard was right at the Oneonta right close to where the bridge goes over by Joe's Pizza and that's where they the people used to come from the streetcar. They used to come to that dock and get on the steamboat. Which one of these, the boats, this is, I can't really see whether I can read the name on it or not, but the Acoma, the Kingston, and the Wilkes-Barre, which were the last four or three boats like this were only decks on the top of them and little cabins in case they got into bad weather. On the backside is a picture of the

Natoma crossing the Lake up above the picnic ground. And this is a picture of the Natoma at the picnic ground, pulling away from it. And this is a snapshot taken where the road comes down from Noxen into Harvey's Lake. If you went straight ahead and did not turn, either towards the picnic ground or Sandy Beach and when driving. There was a steamboat dock there between a tavern that a guy by the name of Slim had and on the other side of the (inaudible) was Lord's stand and that stand is still there today. And that's where we used to land the boat at the picnic ground. And the people used to have to go through there. After about a year or two after we started running the boat, Charlie Lord, who owned the building there and that right of way, he built a stand in there and had a Russell's ice cream stand there. But he never shut us out of our passengers coming through. He had a doorway out in the front and the back and people used to walk right through the ice cream stand to get to the boat. This is a little more aerial view of that boat dock at by the, in fact this is another picture of it with the steamboat pulling away. They show you where it was at Sunset where the pizza and the bridge are now. I think on the one side on the back of one of those there's a picture like the sun setting on a building. That's right where Joe's Pizza, where Grotto Pizza is now. That was a casino, the bowling alley and dance hall what was owned by Frank Devlin and it was quite a lot of activity around that part of the Lake at that particular time and for some reason or another, there was always a photo shop that turned up, like Ace Hoffman or in here he has a few others listed. But they would open a little shop there and take pictures of people coming to the Lake and because they were photographers many of these old postcards were pictures that they took and turned into postcards. I picked these up in antique shops like up in Eagle's Mere, that's how I got most of these pictures here. And I have a picture about that long and about that high that was painted by Sue Hand from one of these postcards of the Natoma. My wife had it done for me for Christmas present once. And then my friend Bill Wentz, who lives in the first house that I lived in when I came to Dallas up in Old Goss Homestead, he was kind of a craft guy, doing models and all and he made he came down and worked with me a little bit and made a model of the Natoma about that long that I have and we have it on the wall in my bedroom and he gave it to me and I've had it ever since. But I didn't realize until I started going over this book the other day that Charlie Petrillo gives an accounting in the preface of the book of different ones that he interviewed to get information to write the book and I, even though did this one for me in 1982, he signed it and thanked me for my help and gave it to me and he has my name listed in here as one of the ones that helped him to get information, you know about it. And several times I've asked him to do me a favor of being a program for the yacht club or rotary or something like that and towards the end of the speech after he gets down and after he shows his slides and things, if I'm there he always calls me and asks me to try to fulfill the era that I know, because I was only seventeen or eighteen year old when we were really on the boat. So, not what else can I give you that you might have a question on?

Renee: I just had a few questions from a lot of the stuff that you were talking about, how many people did your boat hold?

Ed: I think that it probably holds somewhere between 200 to 250 people, and we used to get some pretty good loads depending on what was going on. Because when we were doing a (inaudible), the picnic ground had a lot of, picnics. Not too many of the, there might have been a few that went out on the train to picnics that they had, but train service and all started to die off

and people used to driving. And when I first came out here it used to be quite prevalent to see people down in the valley used to take a truck and they'd put (inaudible) and then they'd get a whole bunch from the neighborhood and they'd load them all in the back of the thing and then they'd go out the old Lake road and go out to the picnic ground for the day and have a little whooping good time and at night they'd go down singing through Dallas and past the house in front of my wife's. She can remember that as a young girl. And, Hanson's park, John Hanson, he started according to this book here and I think that that's true, because I knew John Hanson from the 30s, 34, 35. When we first bought the boat, we got familiar with him and that's just about the time he was buying out the people who had really become the owners of the park. He worked there doing something and Mr. Winterstein died and the wife didn't want it and John Hanson was around and the Fisk's, Genevieve Fisk had the merry-go-round and the dodge-em in the park. They're parents had died and they inherited it. They were running it for a while. The different ones got a little taste of the park with some kind of an amusement or some kind of a business there. Some of them broke away and opened their own places around the play place. Dustin Dorus; he used to work in the park, but he ended up with a restaurant on the corner going to Noxen there, I think they have a sign up...

Pauline: You live around here?

Renee: Yes, I do, I live in Orange.

Ed: They call the place ... apartments I think now, but they've been keeping boats around in the back of it there and it's no longer I don't think a restaurant anymore, but somebody had a restaurant there for a long time, even after Dust died.

Renee: I think there's a restaurant on the ground floor and there's apartments above it now?

Ed: I don't know. We used to go to that restaurant on the ground floor but I haven't been there for a long time and I don't really know. And I passed it the other day coming down the mountain, Sweet Valley way, we came out 29 and came out that way and that's when I saw the sign, something about apartments. But that used to be a restaurant. Quite a lot of changes around there and of course Don Hanson who ended up running the park towards the last, mostly the western dance hall, upstairs, stuff like that, he died. And his brother Bob Hanson, his older brother, he still lives here on the old Lake road going out there. I haven't seen him for a long time, but that particular Hanson built a bowling alley out in Dallas there when they first opened they were Hanson's bowling alleys.

Renee: Another question I had, you said that people rented out the boat to have parties and things like that...

Ed: Yes.

Renee: Do you remember some of the people that rented it?

Ed: Yes, I do. One of them was almost a regular at engineering these parties was Gib Jones and

his brother and they belonged to some club in Wilkes-Barre. But they had a big Harvey's Lake interest. In fact, those two brothers, and I don't know if both were involved or just one of them, but Jones' pancakes are the sons of those guys that had that club. But of course they, those Jones boys, one lives at the Lake and still has the pancake place. He probably could give you some insight on stories that his father might have told him about the parties on the boat and all. Yes, that was the one and then I can't remember some of the others. We weren't really plagued with a lot of parties because you see we had a lot of things against us. The steamboat thing, and he knows probably more than I know because he researched, the (inaudible) hotel and some of the other ones, they had given steamboats and they are listed in here and the names of all of them. By the time the last of the, they were little factions amongst the companies and they would sell to each other. The last bunch that owned the Wilkes-Barre and Kingston were two of the early ones and they were like twin boats. And there's a picture of them in here building the tow boats side by side and I didn't even attempt to get any other pictures because I figured Charlie has given the College one of these books as a reference book so that you don't really need mine, but those two boats are listed there (inaudible) where they were building them. The boat company by the name of Osborne and (inaudible) from New York State built some of them and hauled them into the Lake and most of them were built at the Lake. And at that place where the manager lived in a house on the hill there is a house there now, but it's not the original house. It has doors on it that look like double doors going into a church or something. It has like colored plastic or something that looks like stained glass windows. And that's where the manager's house was. And he lived there and he also was involved with the, the had a paddle driver that they used to go around the Lake and stall the (inaudible) for people with little docks and all and they had the Acoma, and the Natoma, then the double deck one and made its appearance on the Lake and later they made the Acoma. And they had a little launch called the Emily. And that launch was about 35 people I'd say. And in the off season, when we bought the boat, this (inaudible) to drag that plow driver around and all like that. When Mr. Griffiths bought the boat company out, he left it there for a while, but he finally took that Emily from the launch, which had been bought by the boat company because early mornings on Sundays to go to mass, the church was at Warden Place, where the Lady of Victory Church is. And so one man or two at the most could take that Emily and circle the Lake and go to people's docks and land and pick them up and take them around the Lake to Warden Place and drop them off to go to Church, to Mass. And that of course changed with the oncoming of the automobile and better roads around the Lake and so he took the Emily and hauled it up to either Lake Erie or Lake Winola or someplace like that and they hauled passengers up there with it for maybe two seasons and, it was pulled up on the shore up there and somebody set fire in it I guess maybe ice skating or something like that they built a fire and burnt the thing up. So that was the end of the Emily. But, that was quite a nice little launch. In fact, one of these pictures here this right here, that, I believe is the Emily.

Renee: All right. You talked a little bit about the cross valley, the building of the highway. Can you elaborate more on that?

Ed: Coming from Wilkes-Barre out, there was only one way that you could go and that was of course to follow the crick all the way from Luzerne to Shavertown, to Trucksville. And then it split it there and there was the upper road and the lower road, which was there for quite a while, and then it would come into Dallas and the people had to go through the main street of Dallas



and up Lake street, up over college hill to Hays Corners and made a sharp turn at Hays Corners, then out to Idetown, cross the highway out in Idetown and went across that hill that followed the road up on the top of the hill and remained up on the top of that hill because of the grade length.

Pauline: That wasn't the cross valley. The cross valley was what of...

Renee: I wanted him to just elaborate on what the roads were before and then the building of it, what had happened, who was involved if you know anybody, how it came about...

Ed: You see, all along that crick coming out things sprung up, like there used to be a mill down in Trucksville there down by that Harris Hill Road. And there's a bridge down there by Harris Hill Road in Trucksville and if you look at it, there's a pretty good size arch opening that the crick runs through. And I believe with the changing of that hill coming up in Trucksville to the red light where Harris Hill Road is and it branches off to up over the hill where St. Theresa's church is an up that way, there used to be two openings in that bridge, the crick went through one and the trolley went through the other one. You see the trolley went up Division Street in Kingston, that's just below the Nesbitt Hospital, and then it went out Division Street until it got to where the railroad ran up through Forty Fort and Exeter and that way and the trolley used to go down under the railroad tracks and head out towards Luzerne Lumber and back followed the mountain there in back of Wasserott's and it followed that crick bed all the way up to Carter's Dairy, or where you turn off the hillside. Continued on and just before you get to the red light in Trucksville, it used to cross the road and went on across the highway and then it would, where the fire company is in Trucksville where Pizza Perfect is it went across that hill back up Newell's gas station there and along that way and somehow got out, probably in the roadway in front of where Cook's drug store is and (inaudible). And then up about where you turn into go to Fernbrook, and there's a big store and a farm store and a tire place and all, the trolley went down in through there and along that roadway into Fernbrook park. It went through Fernbrook Park and then got over here and followed almost the crick coming into Dallas down to where Besecker's Realty is there. That's where the trolley station was. Crossed the road veered on the left and it went up my jewelry, my son-in-law's jewelry store is, we have Roth jewelers. It went on up there until about Merle Thomas's produce stand and there the trolley, that's the old trolley bed, it went around the back of that hill until it went over and crossed the road almost where Anderson Hall is at the College. And it got on to that side in front of the cemetery. The trolley went down along that road on that side until it comes to Hays Corners, which is the sharp bend going there up over the hill and up over the county club and where that one house is on the corner, it has a for sale sign on it right now, there used to be a red brick building built there that was like a booster station for the electric power for the trolleys and the trolleys then followed that road that turned to the left and went out towards the Castle Inn. It then went behind the Castle, across 42<sup>nd</sup> Street and into Idetown, where right now across from the fire company there in Idetown, Joe Cagnioni owns that land in there now and he's been filling it in and has it for sale. The trolley then crossed the highway there, just before the gas station and went over back of that big house. In fact that big white house across from, I can't think of, the guy's name, it isn't a gas station now, he took the pumps out and he just has a garage there, and I know him good, he belonged to our (inaudible) club, well anyhow there's a big house over there, that was a Shaver

home, and he was related to the Shaver that was on the steamboats too. Because my wife was a Shaver somewhere off of that thing, because the Back Mountain here was full of Shavers because Shavertown is named after them and they came in here as lumberman, timbering and all and they had big families. My father-in-law was probably one of nine kids, his father was a brother to seven or eight or nine brothers, and my wife has the family tree on the Shavers and there are quite a lot of them. You don't move too far unless you're talking about one of the relations and then like I said the railroad pretty much followed that except that the railroad came up the other side in Luzerne. There was no real way to get to Wilkes-Barre until one of the railroads built the Port Buckley Bridge, which has since been torn down and that crossed the river in Forty Fort there between Forty Fort and Kingston like and you used to go on over to Plains and the trains used to come out over there and go on to Luzerne and all and then when they quit using the Port Buckley Bridge, in later years, they used to have to go up to Pittston and cross over and come down the back way through Exeter and Wyoming and Forty Fort and that way and into Kingston and then they'd turn in Luzerne and they'd follow the highway on the, you can still see the, in fact it is part of the walkway that Mrs. Ripple was trying to promote to go out to the country on. And in Trucksville, where Pizza Perfect is, there was a big trestle that went across the road and I have, this guy that did the steamboat model for me, he was also a railroad buff and I don't know how he got word of it, but he got on the last trip that they took on the railroad and he made a video of that trip to Noxen and that way and I have a copy of that, that thing that he gave me of the train stations and all the things like that that were still in existence at that particular time. They were all somewhat run down because activity on the railroad, the way it kept dying as the years went by, when I first came out here in 37, the ice trains used to come down through Dallas and of course it got to the point where there wasn't any use for ice trains anymore and everybody had put electric refrigeration in and that was a dying business. And, not only that, but Harvey's Lake never turned out to be a particularly good source, they used to harvest ice out there, the Casterlines harvested ice out on the Lake and ice houses and all. But the algae in the water and stuff like that would, people around it and different stuff that was drained in the Lake, a lot of seaweed was growing and stuff like that and it would get in the ice and it wasn't usable, so that the choice ice that they really got was from Mountain Springs. And that's quite an adventure if you've never done it, you really should have a jeep or something four wheel drive to do it but you can go out to Noxen and go up along the crick and follow the old railroad bed all the way to Mountain Springs and come out Red Rock Mountain. And I, thanks to my son, I've had that ride, and it's quite an experience.

Renee: Another question I have, going back to your boat, when did you sell the boat and what happened to the boat after your family got rid of it?

Ed: I think he has that pretty well covered in here too, wait until I find it, the page on it, because I marked down this so I can go back and see it myself, it says here in the summer of 1932, the assets of the Lake transit company were sold for \$4,000 to John Griffiths of Forty Fort. And it said, the former owners, who were the states were Steigmeyer, Bill Rafe, Victoria Schimdt, Margaret Edwards, JB Reynolds, and Mary Steigmeyer, Mary (inaudible) and Harry Sweeny, the surviving owners were Peter (inaudible) and Lucy Williams. The sale of the steamboat company included four steamers—the two launches and five parcels of land, and then it says, Oscar Roth, who was an area jeweler, and that was my father, and Bob Roberts, that was my brother-in-law,

were interested in purchasing one of the steamers. The Wilkes-Barre and Kingston were in poor condition and the Acoma and its machinery were in better shape. An the double deck Natoma was still a special attraction and for, I think my father and my brother in law paid him \$500 for the boat, was sold to Roth and Roberts, and that was about, and it says here, several of the Lake steamboat men assisted in preparing the Natoma for the remaining seasons and that was 1933. And so, we ran it until I'd say 1938 or something like that, and by that time, we were sort of lost interest in running out there every Sunday and we sold it to some young man who decided that they would remove the metal from it and sell it...

Pauline: For the war effort...

Ed: We sold it to him for \$200 and of course by the time they extracted what they could sell and salvage out of it, the boat, there's not much good for building anything out of it because all the hull boards and things like that that you might use for something had been steamed into some crazy shape or (inaudible) because of the way a boat's built. And so, they decided to look for some outlet for the boat and they sold it to a guy up above the picnic ground and he pulled it up there and made a dock out of it for a few years and, then of course, he was plagued, like the guy at Lake Winola with the Emily. People ice skating would be breaking things off and burning it and starting a fire to keep warm and he wasn't around always to protect it and so the first thing, it got to be, he had taken and cut holes in it and put piling in it and put stuff to make a boat dock out of it. I guess he just (inaudible) and tried to salvage as much as he could to build some kind of cottage up on the hill there because I know just about where it was docked up there where the road makes a little turn over the old railroad tracks bed there by the picnic ground. And for a while he had the propeller from the boat sitting in the bank of the thing and I think right now that propeller is in some kind of a monument over in front of the Borough Hall over there at Sunset.

Renee: All right. That's all I have. Thank you very much.

Ed: Thank you.

Web Notes:

Page 275: Clance Shaver should be Clarence Shaver.

Page 276: (inaudible) should be tube. Steamboat boilers had metal tube inserts which carried water for steam making. They required regular maintenance.

Page 280: The Emily was taken to Lake Winola and was vandalized over time and it became inoperable.

Page 282: The names of the former owners of the Lake Transit Company are misspelled or inaccurate and will not be corrected here. See page 182 of the Harvey's Lake book at [www.harveyslakebook.org](http://www.harveyslakebook.org) for a correct list.

This oral interview is one of many interviews totaling 274 pages conducted by the Back Mountain Oral History Project 2006, College Misericordia, and coordinated by Prof. Allan W. Austin who provided permission to reprint this interview on this website. Thank you, Allan. Other Lake-related interviews from this project may also appear on this site.

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