Easter, Ed Oral History Interview: Sesquicentennial of Holland, "150 Stories for 150 Years"

Barb Raabe
Oral History Interview with
Ed Easter

(unedited)

Conducted April 5, 1997
by Barb Raabe

Sesquicentennial Oral History Project
"150 Stories for 150 Years"
BR: This is Barb Raabe talking to Ed Easter on April 5th, 1997. Okay, tell me your name.

EE: My name is Ed Easter, my father's name was Stanley Easter, and we started Easter Marine Service back in 1945.

BR: I didn't realize it started that soon.

EE: My father, when he was younger, started working with Joe Jesiek and Jesiek Brothers Shipyard. Then when the war came on, the government took over Jesiek Brothers Shipyard and they built subchasers there. My dad worked there installing the engines and doing engine work during the war.

BR: He was a boat mechanic before that, wasn't he?

EE: Yes, he was.

BR: That's what I remember.

EE: Then when the war got over, Don Jesiek and Harold Jesiek took over Jesiek Brothers Shipyard, and my dad just couldn't work for them because he sort of baby-sat those kids all of his life when he was younger, and then to work for somebody like that was too tough for him. So he decided that he would start his own marina business.

BR: And you lived right there.

EE: He lived right there in Jenison Park, we lived at 2081 Lakeway Drive, just off from South Shore Drive. We lived in a house there, and he had a little dock out in front.
He met some people that had some money. This one fellow in particular, Harry Foote, he was a bachelor, lived down at Macatawa, and he used to work for the North and South American Lines. In the winter time, of course they weren’t running, so he would come over and work with my dad. He had a lot of money saved up, and he is actually the one who got my dad started in the business.

BR: Okay, I wondered about that.

EE: He loaned him $4,000 with no interest.

BR: Which at that time was a lot of money.

EE: It was a lot of money. So that’s how my dad got started in the business. It was right after the war, actually, when he decided to do this.

BR: To go out on his own.

EE: Yes, to go on his own.

BR: This Foote who loaned him the money and worked on the North and South American, do you know what he did? Was he a mechanic or an engineer or...?

EE: No, he was a cook in the boat.

BR: And he managed to save all that from his salary because he was a bachelor?

EE: Yes. He’d been in the Coast Guard for years, and actually retired from the Coast Guard before he started working for the North and South American Lines. He lived right across from the Coast Guard station, on the same side of the channel that the Coast Guard was on.

BR: Where it used to be when we were kids?

EE: Yes, so he’d go over there to the Coast Guard station all the time and visit with those
guys. He and my dad were real good friends, they went hunting together, and fishing
together, a lot of things together. So that’s how...

BR: That was kind of a normal thing that happened then, between friends.

EE: Right, so that’s how it all started.

BR: How many other marinas were there at that time, do you know?

EE: At that time, there was just the Jesieks, there was Campbell’s Boat Works in Virginia
Park. That’s all there was really

BR: Anchorage was not there? Lakewood was not there?

EE: No, none of those other marinas were there. Actually, Grissens started Anchorage
Marina across the bay over up in Big bay. He started that in about 1948 and we had
already been in business a couple years by then. But along the lakeshore there, when
I was little, when I was growing up there, I lived right at the marina, and I grew up
along the lakeshore there. All along the lakeshore there were boathouses. Probably
from Holland, all the way out to Lake Michigan on the south side alone, there was
probably forty or fifty boathouses. Every dock had a boathouse.

BR: Every dock had a boathouse, you kept your boat in your boathouse.

EE: They kept it there summer and winter. They pulled it up out of the water because
they didn’t have a place to, there was only the one marina, and they were charging a
lot of money, so they would just pull them up there, and my dad would have to go, I
would go with him, when I was a little kid, and we’d winterize those boats. We’d
raise them up out of the water, and push the timbers underneath, to let the boat set
on, for the winter, and then he’d winterize them. I can remember, doing that quite a
few times.

BR: What year were you born?

EE: I was born 1935.

BR: So you were about ten when you started.

EE: Yes, I was about ten years old.

BR: Did Bill work with him too?

EE: Yes, my brother Bill, he didn't love the boat business as much as I did. He didn't have an interest in that, so as soon as he got out of high school, he joined the Air Corps.

BR: And then he went out to California, didn't he?

EE: Yes. He was in the Air Force for four years, and he was stationed in Chicago, at an Air Force base there, Glen Allen. He met this gal, and they got married while he was still in the service. Her father had a construction company, so my brother went to work for them. So that's why he ended up there. The long story there on his life, was that his wife inherited a large sum of money from an aunt, and she wanted to be a jet setter, and go around with all the real rich people, and do rich things. My brother wasn't that kind of a guy. So, they didn't have any children, so they got a mutual divorce, then he moved out to California, and that's what happened to his life.

BR: Oh, because he and I were in the same grade at Harrington school together.

EE: Yes.

BR: And while we're talking about family, what about your sister Bev?

EE: Oh, Beverly, she graduated from Hope College, and she went to Chicago and got a
job in banking. She stayed in banking for probably twenty years. She got married, she had a daughter. Somehow their marriage fell apart, and she remarried, and she’s since been in Chicago all of her life. She still lives there, and she’s retired now. I don’t think she’ll ever leave there.

BR: Back to the marina, you told me why Bill wasn’t involved, that was something I wondered. What was it like, as a kid, growing up with all of those boats, and all of those people, right in your front yard, like you did?

EE: I liked the hustle and bustle of it. I enjoyed meeting the people, seeing the people, becoming friends with the people. I guess what really hooked me on the boat business was when I was about eight years old, my dad gave me an outboard motor. A little, old outboard motor. He says, "If you can make it run," he says, "you can have it." I messed around with it and I finally got it so it would run. And he had a little, old dinghy there, that he gave me to put around in, and then I was continuously on the water, ever since I was about eight years old.

BR: But your family lived there at the time you were born, so you’ve always been around the water.

EE: Yes, I’ve always been there, around the water. Most of the customers we had, I liked the people, I appreciated the people, just being around them, and so on.

BR: Good people?

EE: Good people.

BR: That’s interesting because, that doesn’t always happen when you’re in a service business like that.
EE: I know it, but of course, in the younger days, I didn't know what were the bad things, people not paying their bills, and this and that or the work wasn't done right. I didn't know about that stuff. But, like you said, being around all the people was fine with me, I enjoyed it.

BR: What kind of facilities did you have there?

EE: We were primarily a service marina, we had slips, when my dad was alive, we had probably twenty-five slips there, that we rented out. He serviced a lot of boats around the lake, that people had these boathouses and so on. But as the boat businesses started coming into the picture, you seen the boathouses started to disappear.

BR: Well, some of them just kind of disintegrated.

EE: Yes, that's what happened.

BR: They were falling apart and people just didn't fix them up.

EE: Yes, and there's some places out there on Lake Mac today that you can hit old piling that can hit old piling that are rotted right under the water, where there used to be a dock out there, and a boathouse out there.

BR: Have you been up around Hessel, the wooden boat show, where they've got all those boathouses? That reminds me just of what Lake Mac was like.

EE: That's right, that's just the way it was.

BR: Kind of nostalgic to go up there. So you only had about twenty-five slips...

EE: We had a hoist, we could pull the boats out and work on them, and put them in. Then it just seemed that the boat business kept growing and growing and growing,
and finally it was sort of a demand that we get to selling stuff, which he originally
didn’t do. Originally, it was just a service marina, that’s what his idea that it was
going to be, a service marina. The demand kept getting bigger and bigger and bigger
that people wanted to buy boats. So, that’s how we took on the Evinrude outboard
motor franchise, and then we took on a small boat franchise...

BR: What was that?

EE: Well, we had Century Boats first, and then...

BR: Was that when Century was just starting out?

EE: No, Century had been in business quite awhile, but there was no dealer in our area so
we took it on, and they were of course all wood boats at that time. Then in about
1965, the advent of fiberglass boats came in and the inboard outboard sterndrive boat
came into the picture. Then we took on Sea Ray boats. Sea Ray was a company that
was really growing leaps and bounds too. I can remember in 1965 when a salesman
came around to my dad, he had this fiberglass boat, this was when fiberglass was just
starting out. "Fiberglass boats," he says, "you can’t put a dent in them, you can’t do
any harm to them." He says, "You could take a hammer and a spike," and he says,
"you cannot drive it through the side." My dad went out there and he took a hammer
and a spike, and guess what he did?

BR: He put it right through! (laughter)

EE: Right through the side of the boat!

BR: Then what did the guy say?

EE: That guy just stood there dumbfounded. He just couldn’t believe what he had seen.
BR: You didn’t dare your dad to do something like that, because he was going to try it.

EE: No, he dared him. He said, "You can’t puncture it." But anyway, Sea Ray boats, when the salesman came around to try to get us to be a dealer, those boats were kind of awkward and they were very heavy boats. No dealer wanted to handle them, because they were such a clumsy looking thing. And they were really heavy when they first came on the market. But my dad said that he thought that they were very well built boats, so he decided to give them a try. Sea Ray boats has become a pretty big business, actually bigger than what we could handle.

BR: We had one of those.

EE: Yes, you had a Sea Ray.

BR: At first they thought they were clumsy - was it because of the fiberglass, or was it the style?

EE: The styling, and they were heavier, they were heavier than most boats. A Sea Ray probably weighed twelve, thirteen hundred pounds, where a normal twelve or fourteen foot boat would weigh about seven hundred pounds, a wood one would. So, they weren’t making motors big enough at that time to push the heavier boats, so a fifteen horsepower was probably as big as you would see. So they couldn’t get the boats to go very fast, because they were so heavy.

BR: So then did they start building the bigger motors because of the fiberglass?

EE: Yes, I think so.

BR: Now, how big an outboard motor did they go? Like fifty, sixty?

EE: Well, in the early days, twenty-five was standard for a long time, and then they
jumped to a thirty, and eventually they went to a fifty horse. Then in 1970, that's when they went up to I think a hundred horsepower. They’re up nowadays, three hundred horsepower outboard motors.

BR: Outboard motors are up that high now?

EE: Three hundred horsepower, yes.

BR: You can pull a few steers with that, couldn’t you?

EE: Yes.

BR: Also, did you store boats?

EE: Yes, we stored boats for the winter.

BR: Didn’t you have a small shed there or something?

EE: Not at our marina, we didn’t. My dad rented sheds from different people in the area, and then we would store boats in those sheds. But he never owned a storage shed. Evidently, it was worth his time, and he never felt that he wanted to build a building anywhere. He wanted to build it right there at Easter Marine, across the street from

(tape gets messed up, unintelligible)

BR: We’ll try again, this is Barb Raabe talking to Ed Easter. We’ve just had the first tape eaten, and we don’t know what we’ve got, so we’ll go from here, okay? You went out and picked up the stations?

EE: These boat hoists were mechanical devices that people could run there boat in there and turn the big wheel and raise the boat out of the water, so they weren’t sitting in the water, especially in places where it was rough, and so on. People didn’t have to worry about their boats breaking loose from the lines or anything if it was a rough
area. It kept the boats clean and it was a quick way, you didn’t have to do a lot of tying up to get it tied up when you were done using it. So anyway, these metal boat hoists had to be taken out in the winter because of the ice, the ice would ruin them. So a big part of the fall project was going down and pulling out all these boat hoists these people had and storing them for the winter and then putting them back in the spring.

BR: You just pulled those with your little boat, didn’t you?

EE: We had a little flat barge that we would float in underneath them and then we’d put the bed down on it and reverse the cable and lift the feet up out of the water, and then we could float it away. So that worked out pretty good.

BR: Did you do much with selling parts or did you just mainly do the repairs yourself?

EE: We were quite heavy in selling accessories and parts and so on. We had a little store in our basement. My dad’s theory on that was if you don’t have it you can’t sell it, so he always had a little bit of everything. And because we only had the basement area it wasn’t really big enough for all the stuff he kept. He’d have to tuck it up in little corners here and little corners there and nobody else knew where it was. But he and my mother, they knew where everything was and we generally had it if it was something to do with boats. But, yeah, we got into that quite strong. Our big thing was paint, bottom paint, and sandpaper and screws and things of that nature that people were fixing their own boats and so on.

BR: Did your mom help quite a bit too?

EE: Yeah, she was fully involved in it and she did the book work plus she worked in the
basement, in the store we called it. She was into it just as much as my dad was.

**BR:** What was your mom's name?

**EE:** It was Myra Easter. She was an interesting person - well, kind of interesting. She comes from White Lake and her great-grandfather and grandfather and father all run the lighthouse at Whitehall. Right from when it originated until they turned it off. It was always in the family. So she has a history up there.

**BR:** So she has a lake history too.

**EE:** Yeah. So if you ever go up to the White Lake lighthouse - they have it as a museum and there are pictures of her in there.

**BR:** I'd like to go up there and see that.

**EE:** They only charge a couple of dollars to go through it.

**BR:** Did your dad grow up around the lake? Where was he born?

**EE:** My dad was born down here between Holland and Saugatuck at Gibson. His father died when he was in the seventh or eighth grade. So my dad had to go out and try to make a living for his mother and two sisters. He was the oldest. He would sell newspapers on the interurban, the one that ran from Macatawa to Saugatuck. He would get on it either at Saugatuck or at Macatawa or at Holland and try to sell newspapers on it. That was in his younger days, of course. He quit school when he was in the eighth school because he had to help make a living. So he started working for Joe Jesiek when he was probably twelve or fourteen years old. That's how he got to know the boat business was through Joe Jesiek. Now Joe had a brother, Otto, and Otto finally came into the business with Joe and eventually it turned up that Otto
bought out Joe and then Joe was out. And my dad didn't care for that either because he always looked up to Joe Jesiek as sort of a father figure. Another thing I wanted to inject in there as I was growing up on Lake Macatawa - I told you I had a little motor and a little boat and I used to putter around the lake a lot. At that time Macatawa was a big resort area and Waukazoo was a big resort area. And those places were going strong - the hotels. I enjoyed even being down there where people were in the summertime...seeing all those people. I appreciate being able to see all that when it was still there and when it was still really active. The Ottawa Beach Hotel was gone that I can remember.

BR: That was 1923, I think, when that burned.

EE: My dad, when he worked for Joe Jesiek, he used to run a ferry boat for Joe Jesiek that went from Macatawa to Ottawa Beach to Waukazoo and then into Holland to Kollen's Park. My dad would run that for the summer. When they weren't real busy at the boat yard, then he would run that ferry. In fact, right now the people that own Jesiek Brothers Ship Yard, Eldeans, they got one of those ferry boats and they restored it - like my dad used to run.

BR: Is there any possibility they will run that?

EE: No, he has just got it for sort of a hobby.

BR: What is it like? Is it anything like Dick Sligh's Grand Craft, the water taxi?

EE: This is sort of a rounded hull type of thing like a sailboat hull be, you know, the old wood sail boats that are rounded. It was like that, long, and it had a permanent hard top and it was all open all the way and people would sit around it like a launch. And
then there was Casey’s down there...

BR: I remember Casey. You would stand down on the dock and yell, "Casey!" and he’d come and pick you up for a quarter.

EE: Take you out to the pier.

BR: Or just across the channel.

EE: Fishing was a big thing. He used to take them out on the end of the pier. In the early days you couldn’t walk out there so he’d rent you fishing poles and buckets of minnows. He was on the south side and Harry Baker was over on the north side and they both did that same thing. They’d take people out. So that was something that was really kind of unique in those days.

BR: It was. It would be fun to have some of those things back.

EE: Yeah, right! Casey had those great big things that he kept the minnows in floating in the water. Big cages for minnows and then they would go out in Lake Michigan along the beach with big long seine nets and seine them at certain times, pick up minnows.

BR: Do you remember watching him do that?

EE: Yeah, I used to watch that. So my dad was good friends with Casey and all those guys. That was fun.

BR: The good old days.

EE: And at Macatawa the Angel’s Flight - I can remember the railroad going up there…or the trolley, or cable car, whatever. It was still there but it was no longer being used.

BR: I don’t remember it running. But you know, the wheel up at the top is still on top of
the sand dune? A year or two or go I climbed up there in the wintertime when nobody was around and it’s still there.

EE: I’m just amazed nobody has built a house up there.

BR: I think it belongs to Van Andel. I think that’s probably the reason why and actually there’s kind of like a pavilion over the top of it, that kind of thing if I remember right.

EE: I haven’t been there in years. Anyway, my dad’s father way back then was in the apple business down near Gibson. When my dad’s dad was still alive they picked the apples and they’d put them in a huge tank and they would boil them until the skins got brown. Once the skins got brown those apples would be preserved and they could ship them off to Chicago.

BR: They boiled them?

EE: Yeah, they boiled them all.

BR: Isn’t that interesting! Today we refrigerate them.

EE: Well the only way they could keep them, and keep them from getting rotten was to boil them so the skins would get a little brown and then they knew that would preserve them and they could ship them off to Chicago.

BR: And then put them on a ship, didn’t they?

EE: When I was little I met Ralph Evinrude, the man who invented Evinrude outboard motors. He had an interest in Waukazoo Inn. And he would come in there with his big yacht. This was in the early fifties maybe. It had to be the early fifties because I was in high school or grade school, I don’t know which. He would come in there
and take all the people from the hotel out for a ride in his boat. He was married to Frances Lankford.

BR: Did she come with him? Did you get to meet her?

EE: Yeah. They had a daughter named Sally Evinrude and (laughs) that’s why we were always around there because we were kids, you know...

BR: She about your age?

EE: Yeah. That was kind of interesting.

BR: Any other interesting people you’ve met through your boat work?

EE: Well, quite a few but that one stood out, Ralph Evinrude stood out. And of course, Charlie Sligh, he would be right up there at the top, too. They used to have all their national water ski championships down at Macatawa off the T dock they called it. Do you remember that?

BR: I do.

EE: And then of course through that and the boats I met Bob Sligh and Dick Sligh and Charlie Sligh, Jr...so I knew that whole family and actually met a lot of real nice families along the years that we were in the boat business.

BR: What was a day like in the summer for you when you were at your busiest?

EE: Well, when I was young or when I was a little older or what?

BR: Both.

EE: When I was younger then I ran the gas dock for my dad. Boats didn’t have refrigerators, they had ice boxes, and so a lot of people would come in and pull up at the gas dock and they’d want ice. Then I would have to go up to the ice house and if
they wanted 50 pounds or 25 pounds and then I’d have to cut it out of a big block and take it out and sell it to them for - I don’t even remember how much it was - probably 25 cents for 50 pounds or something like that. And run the gas dock and…

BR: Was gas a pretty big business?

EE: Well, yeah, because there wasn’t anybody in it you know. Nobody was doing it. So I think we were probably the only ones who stayed open for beyond regular business hours where you could get gas on Saturdays and Sundays. Gas was a big business. Then through that developed more service work because people buy their gas there - well, we’ll go there to get it serviced, so one hand helped the other. It worked out pretty good.

BR: Back to the ice. Where did you get the ice?

EE: We bought the ice, we didn’t cut it out. My dad told me of his younger days when they used to go out on Lake Macatawa and cut the ice and haul it to a barn and put all the straw over the top of it and store it so that they would have it during the summer. But I can’t imagine that because the water was so (laughs)…

BR: Having lived there I can’t imagine anybody putting that…certainly you wouldn’t put it in a drink or anything. I think they just used it in the refrigerators or the ice boxes to keep your food cold. Although I can remember chasing the ice man when I lived in Holland before we moved out to the lake, and he’d give us chips of ice off the ice block and we’d go down the street sucking those.

EE: We did that too. That’s something I’m grateful for - to be able to remember that part of it. Kids today, when you say an ice box…I refer to the refrigerator a lot of times
as "go to the ice box" and they don’t know what you’re talking about. The one who came by us, he had a horse and wagon. He’d be delivering ice in the house and we’d sneak in there and get the chips off the back.

BR: As you were getting older and when you were running the marina, what was a day like? What kind of things did you do?

EE: Well, I got involved in doing engine work and repair work, whatever had to be done. In the spring we’d be real busy getting the boats ready - tune ups and getting them running for the water, and then during the summer we’d be busy repairing if it broke down or something. And in the fall it was busy winterizing the boats and making sure the water was all out the engines and they were all set for winter storage.

BR: What about winter? Did you take a vacation?

EE: Well, we really didn’t take much of a vacation in those days. In the wintertime we would always set aside...some people would want their boats refinished or repainted or something done, so we would save that work for wintertime when we weren’t real busy. We didn’t work as hard in the winter like we did in the spring, summer and fall, and so the wintertime was kind of lax and easy. Then we got involved in snowmobiles for a while. Evinrude came out with a snowmobile and so we sold Evinrude snowmobiles. That was quite a growing thing, but the economy back in the seventies was pretty good and so people had money to buy snowmobiles and things like that. So the snowmobile business got bigger and bigger and bigger and then everybody got into selling snowmobiles and then the margin of profit wasn’t there so we got out of it. That kept us busy for the winter too. And we repaired them.
BR: What was the highest number of boats that you had at one time?

EE: Well, we rebuilt our docks a couple of times and we managed to get thirty slips out. So we had thirty slips, but most of our customers were people who lived along the lakeshore. We stored at one time 250 boats. The biggest would be 30 foot and the smallest would be twelve foot probably, but we would store them for people. And that was because they didn’t have any place else to go. That’s why we got so many. We had to rent about five different buildings a couple of years there because we had so many to store. You get about one-fourth of those people who need work done, so we had plenty of work to do during the winter.

BR: What makes of boats were they?

EE: As I said, the first line of boats that we handled was Century. That was a wood...they had ski boats primarily and then they came out with a lapstrake type of boat for fishing and just cruising around. I guess probably water skiing boats was first. Then when fiberglass boats came into the market, we got into Sea Ray boats and that business went from selling the first year probably six boats and then in 1978, which was probably our biggest year, we sold 70 Sea Rays. I can remember I was down in the basement working in the store and I had four people standing in line to buy a boat on a Saturday! They would just wait in turn. Unbelievable! That year was unbelievable. We were a small dealer, you know. We weren’t used to handling that kind of a volume. That was our demise because we were such a small marina and the boat business was so good that eventually Sea Ray said, "Well, we’ve got a dry land marina in Grand Rapids that will order two million dollars worth of boats if
they can have the exclusive franchise." So we said, "Well, we can’t buy two million dollars worth. We haven’t got the place to put them or anything." So we couldn’t do it. So they said, "We’re in the business to sell boats and this is what our decision is going to be." We had Sea Ray boats for twenty years - well actually, it was more than twenty years, twenty-five years. 1982 is when Sea Ray was finally taken away from us. We handled S2 Yachts for a while. Not the sailboats, just their powerboats. We weren’t into sailboats at all. We let Jesieks or Eldeans take care of all the sailboats. We just stuck with the powerboats because we were into servicing and there was a lot more servicing in runabouts than there was in sailboats. We just sort of didn’t pay much attention to the sailboats. As I said, we had Century and Sea Ray and then for three years we had S2 boats, Tiara. After Sea Ray boats we went back full gear into Centurys. We weren’t doing much with Centurys. Only the little ski boats, you know. And then we went back to Century and we sold Centurys for four or five years after that. We wanted a boat that was built within a distance where we could go and pick them up and not pay freight. Centurys were made in Manistee and Sea Rays were made over near Flint, Michigan. That’s where they started. I guess we didn’t want to have to have a boat come all the way from Florida and pay an exorbitant amount of freight and have to charge that much more for it. That’s the reason we had the lines that we had.

BR: Was Bob Holbeck working for Century when you were selling them?

EE: No, that was after we dropped them because they were having financial difficulties at the time. He only got in on the end of that when they were going downhill.
BR: Did you ever have any funny experiences that you can tell? Or interesting stories?

EE: A lot of funny experiences. A couple situations we had. One was at the gas dock. We were very careful about putting gas in the boats and this customer of ours, Bob Brunsell had a little cruiser. He came up and we handed him the hose and they would put it the amount they wanted. And put it in the flagpole socket rather than in the gas tank! And while the bottom of the socket was open it all went into the bottom of the boat. I guess we weren't putting attention to where he put it, thinking that he knew where it was supposed to go. So after he had about twenty gallons in there, we realized that he had just put the gas in the wrong spot! So we stopped and we said, "Now, how are we going to get that gas out of there?" "Oh," he said, "I'll just turn on the bilge pump." And before he could get done saying it, he turned on the bilge pump and there was a big "poof" noise. Then you could see flames shooting up down in the cabin. So we opened up the engine hatch which was towards the back of the boat and we took our fire extinguisher and we sprayed it and the fire went out.

Then he went and opened the cabin doors and the combustion - some of the gas must have still been burning up there in the front - and the combustion up there in the front when he opened those doors, blew him right out of the boat and into the lake. He just went flying into the lake! Couldn't believe it! He didn't get hurt very bad. A little singed, but...And the boat didn't get hurt that bad either because we got the fire out right away. I'll never forget seeing him go flying through the air right into the lake!

BR: It was probably the best place for him at that point!
EE: We had several fires around the gas dock. Nobody got killed. One time we had
Fourth of July - some guy...there were sailboat races going on out there and some
guys were out flying in an airplane and they were buzzing the sailboats. They went
way up in the air and they come down and they started going like this (spiralling) and
they went to pull out and it wouldn't pull out and they crashed into the lake.

BR: When was that?

EE: I can't remember what year it was...I wasn't too old so it had to be in the fifties.
Almost hit Bill Nies' boat. He was out there riding around in his boat. One guy in
the airplane apparently tried to jump out of the airplane, and Bill Nies dove in and got
a hold of that guy and the other guy went down with the airplane.

BR: Did he drown?

EE: The other guy did, yeah. The guy that tried to jump out, that's just like jumping our
and landing on cement. They dragged him over to our dock. They laid him out on
the dock there. You could see all the bones in his legs and the flesh had just sort of
peeled off his arms and everything. He was really in bad shape, and he died right
away. We called an ambulance and they came out there. But that was an exciting
time. There was a lot of humorous things. One time I was working the gas dock and
my youngest sister, Lynn, was about two years old. She came walking out on the
dock and she wasn't allowed on the dock. I had a gas customer at the end of the
dock and I told her, "Now you get back up that dock!" She was about three-quarters
of the way out. So I went to wait on the gas customer and all of a sudden I heard a
splash and she fell in! I dropped what I was doing. I ran down the dock and jumped
into the water where she was and I went down as far as I could. I reached and it
seemed like I could feel here and I got a hold of her hair. I came up and I held her
up like that, she spit out all the water and started to cry. I knew she was all right but
she would have been a goner because...

BR: How deep was the water there?

EE: About twenty feet deep there.

BR: I don’t remember her at all. How much younger is she than you?

EE: She’s twelve years younger than me. She also lives in Chicago. She didn’t have
much to do with the boat business either. I feel I saved her life. Then one of our
customers had a little boy that fell in and I jumped in and saved him. The same boy -
he was only about three or four years old - he fell in two different times. I jumped in
two different times to save him!

BR: Wasn’t somebody watching him?

EE: No, they weren’t watching him. (Laughter).

BR: Of course, one time Tom fell in and Jack and I both went in after him too. One of
those things you naturally do when you grow up around the water.

EE: That’s right.

BR: Any real characters that had boats?

EE: Yeah, there’s a lot of those! (Laughter) A lot of ’em. One of the more interesting
guys was this Harry Foote that helped my father get started. He was in the Coast
Guard for twenty years and then he went to work on the North and South American, I
don’t remember which one he worked on, but one of those boats. He was kind of an
interesting person. He would take us for walks in the woods and he’d show us
different things about nature. He took time to do that. Really, he was a sort of
interesting guy that way. He didn’t do anything wild or anything like that that I know
of. Right across from Jenison Park in those years past, there used to be a bar, it was
an Irish bar, Maldooney’s Bar or something like that. It was right there at the corner
of South Shore Drive and Park Avenue, on the south side of the street. My dad used
to peddle papers in there. He’d shine shoes and whatever he could do to make a
nickel or a dime. He worked in the shooting gallery at the Park during the summer.
They had a range where you’d shoot 22s. He worked there in Jenison Park. I don’t
know how long that bar was there, but every Friday afternoon all the guys would go
there after work for their Friday afternoon drinking session or whatever…(Laughs)
This guy that bought the property next to Easter Marine when Jenison Park was no
longer there, his name also was Harry Foote. He was from Texas. He bought a big
stretch of that from Easter Marine west. He had 200 feet on the water there. He
built a home in there. He was from Texas. He owned a big ranch in Texas. He was
quite an interesting person. He was very wealthy. In fact, one of his friends who
was in the railroad business set up a steam engine on his property in Texas for a
birthday present. Set it on railroad tracks and set the steam engine in his front yard.
It didn’t go anywhere, but it’s sitting there.

BR: That’s not a typical birthday present!

EE: No, that’s not a typical birthday present. A lot of wealthy people I ran across in
those days. The De Vos’, the Van Andels. I met all those people.
BR: Did you work on all of their boats?

EE: Yeah. And Sligh's of course. And Heeringas. Heeringa bought a little Century speed boat from us for the kids for Don and his brother, Jim. They had a Century to water ski with. And of course Don Heeringa now has a company on the north side, what is it? They make partitions...It's a pretty good sized company now, but I can't think of the name of it. And we had the judge out there in Pine Creek Bay on the point there, Judge Horner. I did a lot of work with him and Charlotte, his wife. He passed away.

BR: She did too. She died of cancer not too long ago - maybe six months, maybe not quite that much.

EE: You know, they never had any kids and they hired this young boy to rake leaves for them when he was about fourteen years old and he stuck with her, Mrs. Horner, and he did the fixing around there. She still rented those cabins out every summer for people. Now he inherited that all and he was no relation to them at all. Can you imagine that?

BR: He took good care of her, I think.

EE: Yeah, he did. And I met George Smith and Chris Smith from Chris Craft.

   Interesting thing is Leon Slikkers from S2 Yachts was working for Chris Craft and I had him build me a little racing boat in his garage. One of the first boats he built.

BR: What became of the boat?

EE: I don't know. I sold it to Dave Lynn and I don't know what ever happened to it after Dave Lynn got a hold of it. When I was a youngster, George Smith promoted us all
into getting into racing boats and having a little club and we’d race every Saturday
during the summer in our race boats. There was George’s son, Gary Smith, and
Dave Walton. There were about fourteen of us. I can’t think of some of the other
names. Bob and Harry King, they were just summer residents. They came up from
Ohio every summer and stayed the whole summer. They had racing boats and
...gosh, I can’t remember any of the other names now. What we would do is we
would go in front of Waukazoo and we’d put on a race show for them.

BR: In front of the Waukazoo Hotel?

EE: After their dinner hour at about seven or eight o’clock at night.

BR: I must have been gone by that time because I don’t remember that at all. Was that in
the fifties probably?

EE: Yeah, probably in the fifties.

BR: Did you have prizes for winning?

EE: Yeah, we had little trophies and so on. George Smith would get all that stuff
together. He sort of organized the whole thing. We’d go out and he’d have all the
race buoys made up and we’d take the little barge that we used to bring the shore
stations back and forth. We’d anchor that out there and that would be the starting
point and George would start the races. He had a little cannon and the whole works.
Start the races, you know...Oh boy! That was really something.

BR: What a great memory!

EE: Yeah. A lot of fun. Who were some of the other guys who were in that? I don’t
know if Bill Swaney was in on that. He could have been in on that. We had fun
doing it. We did it for about three or four years. What else can I tell you? I know that when I was young when you would go fishing you could see down in the water about four feet and see fish.

BR: And that's something people nowadays don't know about!

EE: That's right! You could see the fish down there - but not anymore!

BR: We used to go swimming three times a day in the summer time and Saturday night we'd take a bar of soap in for a bath. You wouldn't do that any more either!

(Laughter).

BR: You want to talk about why you went out of business?

EE: Sure. That's fine. I have no problem with that. Our business was going good. Like I said in 1978 we sold 70 Sea Rays and we were making really good money. My dad came down with cancer in 1978 and he had it in the kidney. So they removed the kidney and supposedly he was all cured but they couldn't get it all out. So he lingered on until 1980 and I actually would run the boatyard all those years. He passed away in 1981 and my mother said, "Well, what do you want to do? You want to sell the marina or do you want to keep going?" And I said, "Well, I would like to keep going because I would like eventually to own the marina." So my mother said, "Okay, we'll keep going." So we kept going. Then in 1986 she had a mild stroke and ever since then she wasn't really fully competent to do it any more. So in 1987 she said, "There's some people that want to buy it. Let's sell it." I said, "Well, can I buy it from you?" She says, "No, I will not sell it to you. You'll be just like your dad. You'll work here until the day you die and then you will never enjoy any life at
all. I don’t want to put you through that. We’ll just sell it and we’ll divide up the money." I said, "Okay, so if that’s what we’ll do, that’s what we’ll do." So we were about to sell it to the people who owned Standard Lumber Company. Eldeans got wind of it and Eldeans wanted a piece of property that was between them and the 7-Up boat house down there. It belonged to S2 Yachts. And S2 Yachts wouldn’t sell it to them. So they offered to buy Easter Marine for a lot more money than the lumber company was willing to pay for it. So my mother said, "Let’s do it." The reason Eldeans wanted to do that then they went to S2 Yachts and they said, "We’ll trade you Easter Marine Service for that piece of property between our property and 7-Up boat house which they already owned. They owned the 7-Up boat house. So S2 at first was not in favor of it and for a few years they didn’t want to do anything...didn’t want to make the trade. Eldeans didn’t want to get into the small boat business. They wanted to stay in the big boat business. So he tore out all the docks and upgraded the docks, but he didn’t want any service or anything there. He just wanted to have the slip rental. But then the boat business didn’t keep up with the paces so he had a hard time renting the slips out. Eventually he talked S2 Yachts into trading properties. So now S2 owns it and they put up...have you been down there lately?

BR: I’ve been down there (tape ends)...

EE: We wanted to put a small building up there. A little building one story high about forty by seventy and all the neighbors objected. They didn’t want it.

BR: Are they wishing now?
EE: I bet they are now!

BR: Boy, have they got a building there now!

EE: They sure have! They’re going to use that they say for their training sessions and when they bring in all their dealers to show them the new models.

BR: Kind of like Herman Miller does with Marigold Lodge?

EE: Right. Well, anyway, it’s just an era gone by. That’s all I can say.

BR: It really is. And what have you been doing since?

EE: Well, I had to work for Eldeans when we sold out for five years.

BR: Oh, did you? Was that part of the deal? And what did you do for them?

EE: Mechanic work. See, they don’t get into the stern drive boats or the outboards and they still get some of that business, so I did most of the stern drive work and the outboard work there. But that was the carryover from people that were at Easter Marine and now had to have their boats serviced and didn’t know where to go so they would come to Eldeans. But Eldeans sort of discouraged it. They just kept raising the prices on the service and so then the small boat owner couldn’t afford it any more.

BR: And did your wages go up with that?

EE: Oh, no! (Laughs) After five years...I didn’t get along with Roger Eldean. I got along fine with Herb. Herb actually runs the business but Roger has a say in it too and Roger takes care of the service. So Roger says, "Well, we don’t need your services anymore." So then I found a job at S2 Yachts. I wanted to stay there until my son gets out of college which is going to be this spring and he, my youngest son, was
going to graduate from Andrews University down near Benton Harbor, Michigan. It's a college like Hope College. It's expensive just like Hope College is.

BR: It's near Berrien Springs, isn't it?

EE: Berrien Springs is where it's at. Yeah. So it was quite expensive to send him there. But they have a good architectural college there and so that's why he went there.

BR: He's graduating this year?

EE: Yeah, he's graduating. But I think I'm going to work a few more years. I don't think I'm going to work until I'm sixty-five. I just can't stop.

BR: You have to keep busy. Was your mother right when she said that if you owned the business you would be like your dad and work all the time?

EE: Sure. I would be working all the time. Sure, you have the money. You'd make good money. But you don't have any family. Your family is the marina. In that respect, that's probably right but...

BR: It was hard to swallow, wasn't it?

EE: Yeah. It was hard to swallow. Just recently they posted a job over there at S2 Yachts for somebody to be caretaker down at the new place and everybody thought that I was going to do it. Even the owners thought I was going to do it.

BR: Did you even consider it?

EE: No. I have too many memories there.

BR: It would be so different...

EE: So different and so hard to take, you know. It's like somebody took something away from you and now you're working for him. So I said, "No, I won't even put in for
that job."

BR: What do you do at S2?

EE: I just put engines in boats and the wiring and the electrical, the plumbing, the prop shafts and we do all the running gear of the boat. Just working out there. I kind of enjoy it. You know, I worked all my life. I worked six and seven days a week, twelve, fifteen hours a day, except in the winter times. And for me to go to work eight hours a day and have Saturdays and Sundays off - it's just like I'm working half time, you know! (Laughs) Money isn't everything!

BR: You've got to have time to enjoy it. You've got to enjoy your kids too. Speaking of your kids, tell me your wife's name, your kids' and how old they are.

EE: My wife's name is Bonnie and I met her in Saugatuck one summer while she was there on vacation. She's from Chicago. Her father was working for the newspaper in Chicago, the Chicago Sun-Times, I guess it was. And anyway, she came up for a two-week vacation in the summer and that's where I met her. We eventually got married and I now have five children. Two boys and three girls. I've got only two of them are married. Two daughters are married and the youngest son is going to get married this summer after graduation. He's going to graduate one week and the next week he's getting married. The oldest one, he works for Steve Northuis down at Macatawa Bay Boat Works in Saugatuck.

BR: And what does he do there?

EE: He's a carpenter. He's a wood butcher. You know, they repair old boats. So he works out there.
BR: He enjoy that too?

EE: Oh, he loves the wood work. I was born for the mechanical end of it. I wasn't as much into the wood part of it. I would rather have fixed the engines and things like that. That's where my kids are and I've got three grandchildren. The oldest grandchild, when he was two years old at a babysitter's fell off the top of the bunk bed and pushed his brain way over to one side and now's he's really retarded and can only see out of the corners of his eyes. It was really kind of sad.

BR: Does he live around here?

EE: Yeah. They all live in the area here. Other than that, it's about my life I guess.

BR: Well, it's been very interesting.

EE: Being on the water in our time, I think was a good experience. It was a very good experience.

BR: It's just something that gets into your blood and if you're away from that water you miss it.

EE: Yeah. That's right.

BR: Because I've lived in other parts of the state and it feels so good to be back here and back on the lake again.

EE: I know it. There's just something about it.

BR: I think we had a unique experience growing up.

EE: We did. We grew up at the right time. I wouldn't trade it for...I wouldn't want to go through that age now and start now like being twelve to twenty years old now. I wouldn't care for it.
BR: Well, when we went to Harrington School it was just four rooms, went through the eighth grade. You knew practically everybody. In fact, I still have a memory of you. You must have been about kindergarten or first grade and I was probably fifth or sixth grade, probably somewhere along in there. You were Santa Claus! Do you remember that?

EE: I can slightly remember if my memory goes back.

BR: You were kind of chubby when you were little.

EE: Yeah, I was chubby.

BR: You were in a Santa Claus outfit in a program. And you were just as cute as you could be. (Laughter) But you know we grew up in a time when we didn't have to worry about anything. I can remember after school running around on the dock down at your dad's. One time I got a sliver in my foot because we were barefooted. You just didn't worry about anything. You just had a good time.

EE: No peer pressures like they have today. Nothing like that. We were brought up at the age we seen the ice box, we seen the telephone come in, we seen the radios and televisions becoming big things. I think we've seen all the good things. But nowadays it seems like the people want more. Why isn't there something bigger and better?

BR: Where we were more content just to be outside in the woods or in the water or...

EE: Yeah, that's right. For me to take a walk in the woods up behind Macatawa and up through along the lake shore was a big thrill to do that.

BR: We used to go and look at the trilliums up on the hill out at Mac and that kind of
thing. Now there are houses back there.

EE: That whole back in there - it isn’t going to be too long and it’s all going to be houses. Behind Eldeans’s Shipyard up in the hills - before too long that’s all going to be filled in.

BR: None of that woods we used to play in. I remember school picnics at Teusink’s Farm when it was still the pasture. And you had to watch where you walked! (Laughter). It was a good time.

EE: It was. When you appreciated getting an ice cream cone! Nowadays kids don’t think anything of an ice cream cone. When we were kids, boy, that was a big treat. Every year on the Fourth of July, they would bring this big barge in here and park it over just inside of the harbor and have a fireworks display. That used to be a big treat for all of the neighbors around. One year, I’m not exactly sure how it happened, whether the fireworks landed back on the fireworks, but the whole shootin’ match caught on fire and it all blew up at once! I don’t remember if anyone got hurt or not. They had that thing going for four or five years.

BR: That was before they started doing it at Kollen Park. And that was right out in front of your house, wasn’t it?

EE: Yeah, just across the bay over there where Ottawa Beach has their second park in there, where the campground is.

BR: What else do you have dredged back in there - all those memories?

EE: All the sailboat races they used to have out there. The Yacht Club always had sailboat races and they would have these big regattas on special weekends. There
would probably be a hundred sailboat out there on the weekend. You remember that? The big E boats and the C skows. That was quite exciting. Then, of course, the water ski championships out there in front of the Macatawa Hotel. Charlie Sligh Sr. was usually the promoter of all that.

BR: Those were the first waterskiing championships. I think they started in about 1940-41. We all used to go down and watch. Sligh lived just a couple houses from where we did at that time, so they were always right out in front of our house waterskiing.

EE: The old Skeedaddle.

BR: Right! That was the name of their boat.

EE: They even came out with some waterskis with their own names on them, the Bob-Lou waterskis. Didn't go over too well though, I guess. They were around for a few years.

BR: Did you sell any waterskis or towels or any of those things?

EE: Yeah, we sold all that stuff. All the accessory stuff. Life jackets, fire extinguishers, flares when they came into being.

BR: When did flares come into being?

EE: Let's see, I would say early '70s when we first put them on boats. Then it became a law about 1975 when they had to have flares. One summer we were sitting in this guy's boat that had a dock and there was a big storm on Lake Michigan. There was a 55-ft. Chris Craft coming over from Chicago to Jesieks. They had a radio on there and we were listening to the radio on the boat that was parked on their dock. They were losing power and they were taking on water in this 55-ft. Chris Craft - it was so
rough out there. There was a big freighter out there. The freighter called the Coast Guard and said he was close to that area and he would look for them. I'll never forget the captain of that freighter saying to the Coast Guard, "It's very rough out here. I would estimate the waves to be fifty feet high." When he spotted that boat, it would go down in a wave and we wouldn't see it for about a minute before it came up on the next wave. That's how rough it was. I can't hardly imagine that. I saw the boat when the Coast Guard finally got it into the harbor. The top part was all crushed in from waves, all the windows were smashed, and the superstructure up on the top was all smashed in. But nobody died on it.

BR: I was out there in about 12-ft. waves once, and that was enough for me! Bob and Jack Holbeck, my brother Jack and I used to go out in the Seagull sailboat. We got out there one time when we had no business being out there. I had a few times when I probably shouldn't have come back! But fortunately did!

EE: Somebody's looking over your shoulder.

BR: I think so.

EE: Yeah, the Coast Guard said that when they went out there to get that boat, they could not hardly see the lights at the end of the piers, and you know how high those were, because the waves were going over the top of those lights.

BR: Unbelievable that they would survive something like that.

EE: Then there were commercial fishermen that were on our lake. The Chambers brothers, they were out in a storm on Armistice Day, November 11. They were coming in the channel right by the Coast Guard station and they had an awful lot of
fish on board. It was so rough in the channel that their fish tug rolled completely over and upright again. They had so many fish in the bottom of the boat that when it turned upside down, that the weight from all those fish were still against the bottom of the boat and brought it back right side up. They were very lucky there too.

BR: Didn’t some of them have an accident one time and drown?

EE: Yeah, there were a couple different ones. Spranky Nielson was working on a boat and they had an auxiliary generator that put lights on in the boat. It was a gasoline engine generator and he was pouring gas in it. He spilled the gas. The thing was running while he poured the gas in it. He caught on fire and jumped into Lake Michigan, and that was the end of him. They couldn’t find him. That was one accident. Cecil Helmink, Bill Helmink’s brother, in his later life he was a fisherman, only they were fishing out of Wisconsin at the time. It was real rough when they were lifting nets, and he slipped and fell out of the boat. He was swimming out there in the water so they swung the boat around to try to get him. They were just about to him - this was during the day - and they seen him grab his chest. He must have had a heart attack or something right then and there. He was an older guy at the time. He went down and they never did find him either. Then a friend of mine, Al Tornovish, he was in the commercial fishing business, and they were out and he was fishing out in Wisconsin. It was in the spring of the year, and this ice was all breaking up into small chunks. They sucked ice up into the water pump and then the water pump would stop working. Then it wouldn’t cool the engine so they had to shut the engine down and clear the ice out of the water pump. These icebergs that
were floating around came up and they got under the boat, picked the boat up and tipped it - just about a ninety degree angle. He said he thought it was all over. He was getting ready to jump in the water because he just knew that the fish tug was going to capsize from the ice which was forcing it right over. They didn’t have survival suits or anything like that. All of a sudden some ice gave away on one side and the boat righted itself for some reason. They had just gotten all the ice out of the water line that sucks water to cool the engine. Just as soon as it righted itself, they started the engine and it pumped water right away and it cooled the engine right down. Once the engine was running, it kept more on a level keel. But he said that’s the closest to death he’s ever been. He said that boat raised up out of the water - they were what seemed like six feet out of the water and the whole thing was tipped right on its side. We were walking on the sides of the boat inside of the boat. Then all of the nets shifted all over to that side which didn’t help. For some reason, he said he didn’t know why, all of a sudden the ice gave way and the boat went back down the way it was supposed to. And they made it. They were stuck out in the ice for about four hours but they eventually got in. Commercial fishing was rough - I would never have wanted to get into that. During the war, when Jenison Park was no more and there were no houses in there or anything, there was a boat that had hit the end of the pier and sank out there. It had pig iron in it - they were going to take it into Holland and melt it all down. So the salvage company was out there and they went out there and got all the pig iron and they cut up the whole ship, and they’d bring it in there by Jenison Park. They would dock there and they’d dump it off on
the shore, then Padnos or somebody came and got all that stuff. But they would go
out their and dynamite that ship, blow it apart so that could cut it up easier. Millions
of dead perch would come up. People would go out there and get nets out and dip up
the perch because the concussion would kill them all. So lots of times you could go
out there and get three or four buckets full of perch. Then they were all fresh if you
just knew when they were going to go and do it. That had to be during the war, back
in the 40s, because they really needed that steel for something for the war. I’ll never
forget - during the war I’d sneak in down at Jesiek Brothers to look at those big
subchasers with their guns on them. Boy, that was really big stuff. Bob Dossen’s
dad was one of the engineers - he was in the Navy at the time. Bob’s dad bought
South Shore Marine. He had been in the Navy - I don’t know if he was a naval
architect or not, but he was working down at Jesieks during WWII inspecting these
boats when they built them there. He liked the area, so I guess they stayed here after
the war was over and he got out of the Navy. Eventually he bought Campbells Boat
Yard. Bob Dossen was married to Smith, George and Chris Smith’s sister. So she’s
in on the Chris Craft end of it. They had one son and a daughter. The son lives at
the Campbell place there. Never got married. And he gets an inheritance of about
$4,000 a month from the Chris Craft Corporation. I don’t know if his mother died or
not yet, but when she passes away, then he’ll get another big chunk. He buys all this
stuff because he has all this money. He says, "I’d like to run a bulldozer. I’ve never
run a bulldozer." So he’d go out and buy a bulldozer and just play with it. He
bought a crane, "That looks like it would be fun to do!" So he went out and bought a
crane and digs around out there in the water in front of his place, moves the dirt from here to there and back again - just for fun. (Laughter)

BR: Do they have boats there?

EE: He restores a few. He works on a few boats, not too many. He doesn’t work too hard at anything.

BR: How old a guy is he?

EE: I’d say he’s in his middle 50s right now. His dad passed away probably twenty years ago so he’s just been fiddlin around there ever since. Whenever Chris Craft was sold out, that’s when he started just fiddlin around. He buys all of these little things and just putters with them. When he gets tired, he just parks them someplace and there they sit.

BR: That’s why it looks like a junk yard around there! I’ll have to pay a little more attention the next time I go by. Is that boatyard still about the same as it was when Campbells owned it?

EE: The buildings are all the same, but all the equipment is gone.

BR: Not like Western Michigan Tool.

EE: That’s one in a million. But the bad part of that place is that it’s on a piece of property that’s too valuable to leave it like that. That property’s too valuable just to leave it as a museum. It’s a shame. That place is so unique it’s unbelievable.

BR: One of the things they talked about was just leaving part of it as a museum and then building a few other things in there.

EE: People are just starting to wake-up to how valuable the waterfront property is getting
to be in Holland. They’re just starting to wake up to that fact. They had all kinds of opportunities to buy all kinds of it years and years back and never did anything about it.

BR: But you know, when we were growing up in Virginia Park, that was country. I can remember when we moved out there people saying to my parents, “What do you want to move way out there for? Why do you want to live out there?” Of course now, they’d love to have it.

EE: But that property should be developed and they could really make something out of it, I mean as far as a money maker and to draw people to this area if they wanted to. There are a few people interested in looking at industry as it was in the 20s. But there isn’t a lot of people. They would rather go to the water and enjoy the water than they would...

BR: It’s people like you and Tom who have that mechanical heritage.

EE: That’s right. The younger generation could care less about it. That’s just the way it is.

BR: But there again, it’s the things they’ve had that you guys didn’t have when you were growing up. We had to make our own fun. You didn’t have it all put right there in front of you with just a little remote control to make it go.

EE: I hate to see it, especially the computers now. I just think it’s going to ruin our society, it really is.

BR: I don’t know if it’s computers alone that’s going to do it.

EE: Well, what’s on computers nowadays and what they can get access to. I don’t like it,
but I don’t have to worry about it either.

BR: Well, I think we’ve got… (tape ends)