

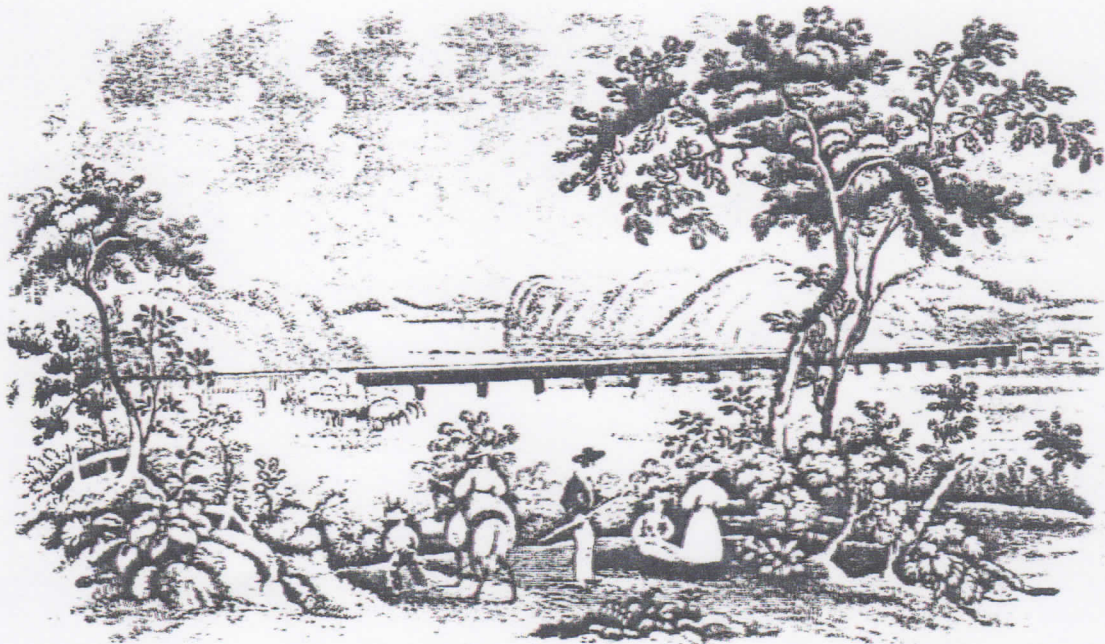
# FALL 1987 NEWSLETTER

MASON-DIXON TRAIL SYSTEM, Inc.



**HISTORIC  
CANALS,  
BRIDGES AND  
FERRIES  
OF THE LOWER  
SUSQUEHANNA  
ISSUE**

Present-day appearance of Lock Twelve on the Susquehanna and Tidewater Canal along the lower Susquehanna.



The first Columbia-Wrightsville Bridge, built by Jonathan Walcott in 1812—world's longest covered wooden bridge. (Courtesy Historical Society of York County)





[REDACTED]

\*\*\*\*\*

[REDACTED]

NOTICE

This will be the last newsletter prepared by the present editor. A volunteer to take over this position is urgently needed: If interested, contact Kay Way [REDACTED]  
[REDACTED]

© 2005 Blackwell Publishing Ltd, *Journal of Internal Medicine* 257: 101–108

Highlights of the meeting are as follows:

**\*\*TRAIL GUIDES** - new trail guides will be printed. Request that trail coordinators (Eastern & Western) send trail changes to Ron Gray immediately.



- It was suggested that Ron Gray use one decimal point in mileage designations. Trail relocations have changed mileages shown in original guidebooks and changes made are not likely to be accurate to two decimal points.

- It was also suggested that Ron Gray have a "Computer Addenda" of trail changes compiled by December so that these changes can be sent to members to update their guidebooks.

TREASURER'S REPORT - 86 individual members as of June 30, 1987.

- 14 organizational members
- 4 life members
- dues are payable January 1, 1988.

PATCHES - 200 mile patches are now available for those who have completed the trail. They sell for \$2.00.

- MDTs patches will be sold for \$2.00 each to Boy Scouts who hike the trail.

POSSIBLE MDTs BOOTH AT THE FALL KIA MEETING - Louise Sis and Mary Bleeker, two of our very personable and active members, expressed interest in setting up a booth at the Oct. 2 - 4 KIA Meeting to disseminate information in regard to the MDTs.

#### TRAIL REPORTS

EASTERN SECTION - Kay Way spoke in regard to problems in this area stating that reports have been reaching members for the past year of continuing destruction of the trail and trail blazes by developers and their bulldozers from Newark to Havre De Grace. Specifically, Shangri La and Fairville Hill sections have been sold to developers leaving the section from Chadds Ford to Landenberg primarily on roads. Furthermore, as additional acreage is developed, automobile traffic on roads being used by the trail will increase. The news is not all bad; however, as Turner Darden provided the following report to the members:

#### REPORT FROM THE EASTERN TRAILS COORDINATOR

FOLLOWING UP ON A REPORT THAT THE CHESTER COUNTY HIKING CLUB HAD HAD TROUBLE FOLLOWING THE MASON-DIXON TRAIL SOUTH OF NEWARK, THE COORDINATOR WENT ON AN INSPECTION TOUR AND FOUND THAT THE INFORMANT HAD UNDERSTATED THE CASE.

THREE AND FOUR MAN WORK TRIPS HAVE BEEN HELD ON EACH OF THE PAST FOUR MONDAYS AND ANOTHER IS PLANNED FOR TOMORROW. THE TRAIL IS NOW IN EXCELLENT SHAPE FROM THE B & O RAILROAD TRACKS ACROSS IRON HILL AND SOME DISTANCE BEYOND. ATTENTION HAS BEEN MOVED TO GRAY'S HILL, WHICH HAD BECOME COMPLETELY OVERGROWN. MORE THAN HALF OF THIS HAS BEEN CLEARED, AND THE REST SHOULD BE COMPLETED TOMORROW. AFTER THAT, THE NEW TRAIL MAINTAINER, JOHN WILDS, WILL WALK HIS ENTIRE SECTION TO FIND ANY ADDITIONAL TROUBLE SPOTS.

A PLAN IS AFOOT TO DEVELOP A POOL OF VOLUNTEERS WITHIN THE WILMINGTON TRAIL CLUB TO PARTICIPATE IN MONDAY WORK TRIPS ON THE MDT.

BOB BENNETT, MAINTAINER OF THE LANDENBERG TO NEWARK SECTION, HAS COME UP WITH A PROPOSED RE-ROUTING WHICH WOULD DEPART FROM THE BANK OF WHITE CLAY CREEK AT WALTER CARPENTER STATE PARK AND JOIN THE CHRISTIANA RIVER AT NOTTINGHAM ROAD. THIS WOULD ELIMINATE TWO MILES ON THE B & O RAILROAD TRACK. A WALK THROUGH OF MOST OF THE NEW SECTION INDICATED IT TO BE ENTIRELY FEASIBLE AND QUITE ATTRACTIVE. CONSIDERABLE TRAIL WORK WILL BE REQUIRED, BUT I'M CONVINCED THE LABOR IS AVAILABLE. THE HOPE IS TO ACCOMPLISH THE RELOCATION THIS FALL.



WESTERN SECTION - Ron Gray reports the following:

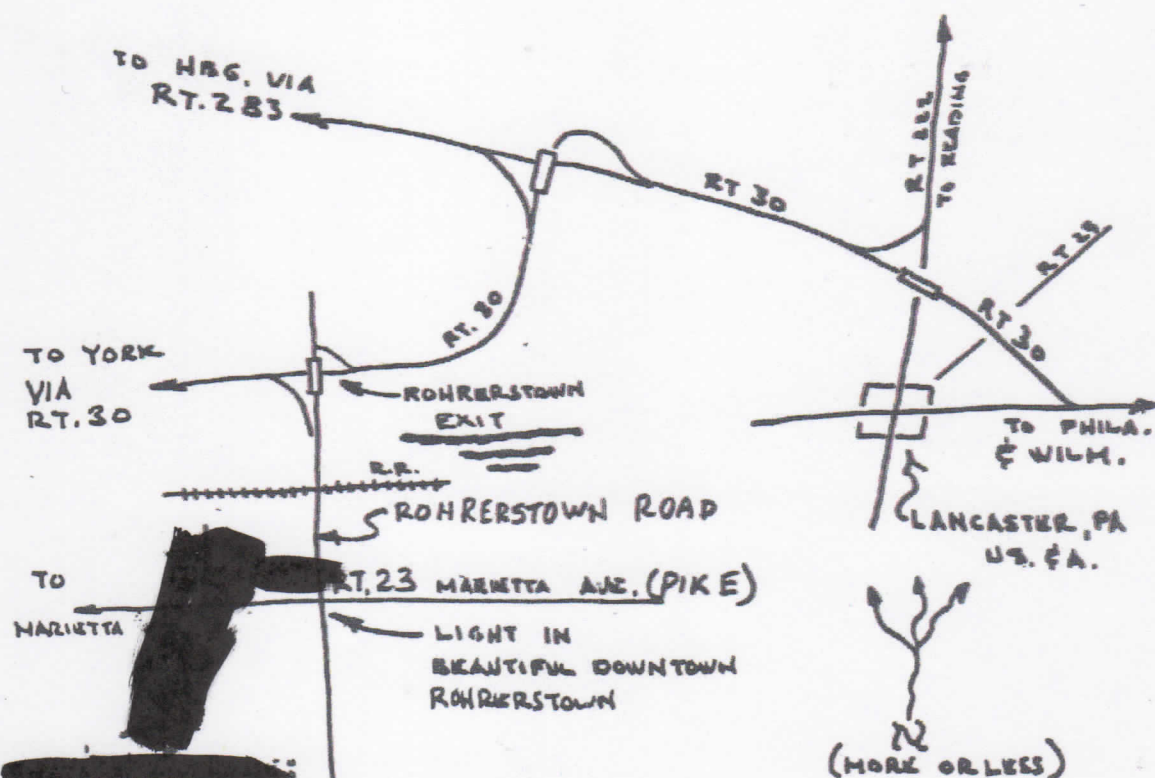
- a relocation on the "Jim Hooper" section (near Fishing Creek) will be scheduled by the York Hiking Club in August.

- Susquehanna Electric (a subsidiary of Philadelphia Electric) has submitted an agreement for approval and signature by MDTIS officers. This agreement is currently under review.

GENERAL - Louise and Rick Sis made an excellent 4'0" X 1'0" sign from salt treated lumber on which was painted: "Eastern Terminus Mason-Dixon Trail". This sign matches the one they erected at the Western Terminus. Clair Piersol agreed to mount the sign high enough so that it will be difficult to vandalize.

~~~~~NEXT MEETING~~~~~

The next meeting will be hosted by Dick Tobias on Thursday November 19, 1987 at 8:00 P.M. See the map below for directions.





## ITEMS OF GENERAL INTEREST

The York Hiking Club, with two MDIS members, Ron Gray and John Seville, spearheading the effort, completed construction of a new Appalachian Trail Shelter on Peters Mountain. The Clarks Ferry Shelter replaces the Susquehanna Shelter. Assistance in construction of the new privy was provided by the Konnorock Crew headed by Ken Foster, a MDIS member and trail maintainer.

Here's Dick Tobias's, MDIS 2nd V.P., effort which appeared in the summer 1987 KIA newsletter:

### ONE READER'S RESPONSE

In the Fall 1986 issue of this Newsletter mention was made (page 6) of a letter received by KIA inquiring as to the availability of opportunities for nude hiking in Pennsylvania. This is Dick Tobias's graphic/poetic response to that inquiry.

### MY BEARD

My beard grows to my toes,  
I never wears no clothes,  
I wraps my hair  
Around my bare,  
And down the trail I goes.



Ron Gray continues to promote the MDIS by briefing the Boy Scouts and other interested groups at Shank's Mare when requested to do so.

The July 12, 1987 "York Sunday News" reported that PECO opened a public swimming pool near Conowingo Dam on Saturday July 11. The pool complex is located on the West side of U.S. Route 1, just south of the Conowingo Dam and includes a six lane main pool, a children's pool, a snack bar, changing rooms, rest rooms, and a picnic area. The pool will be open 11 A.M. to 7 P.M. Memorial Day through Labor Day. Admission fees are \$2 for adults and \$1.50 for children 12 and younger.



\*\*\*\*\*  
 \*  
 \* HISTORIC CANALS, BRIDGES AND FERRIES OF THE LOWER SUSQUEHANNA \*  
 \*  
 \*\*\*\*\*

## THE SUSQUEHANNA AND TIDEWATER CANAL

For years before the canal-building era, the Susquehanna River had been an avenue for trade between the southern counties of Pennsylvania and Baltimore. Because of difficult navigation, most river shipping had been downstream on arks or flatboats, which were dismantled at their destination. Lower Susquehanna navigation was improved somewhat when the one-mile Conewago Canal was opened in 1797 around Conewago Falls, near York Haven, but the going was still rough.

Baltimore needed the raw materials which Pennsylvania could provide, and after the anthracite coal regions were developed the city was particularly anxious for a shorter route to the eastern Pennsylvania coal mines. For about ten years, during the canal boom of the 1820's, Maryland carried on negotiations with the state of Pennsylvania for a joint canal to open up the lower Susquehanna. Philadelphians objected, feeling that it would divert much of their own western trade to Baltimore. However, when the Chesapeake and Delaware canal was completed in 1829, Philadelphians perceived that the proposed canal could be part of an all water route from Philadelphia to Columbia at less expense than the overland Philadelphia-Columbia railway, and so acquiesced.

In 1835 Pennsylvania granted a charter to the Susquehanna Canal Company, to build a canal from Columbia to the State Line. Maryland had already chartered the Tidewater Canal Company to build her part of the canal from Havre de Grace, north. The two companies were later united under the name "Susquehanna and Tidewater Canal Company".

Excavation began in 1836. It was decided that the west bank of the Susquehanna was a more feasible route for the canal. Hence, the river was dammed below Wrightsville to form a pool for the canal boats to cross the Main Line basin at Columbia and also to feed water into the new canal. The Susquehanna and Tidewater entrance basin was located at Wrightsville and the canal was constructed 43 miles south to Havre de Grace, Maryland with approximately two-thirds of the route in Pennsylvania and the remaining one-third in Maryland. The canal was put into operation in 1840.

A most interesting covered bridge with a double-deck tow path along the downstream side was constructed between Wrightsville and Columbia, permitting mule teams to proceed both east and west on the bridge without interfering with each other. This bridge, incidentally, was burned during the Civil War by retreating Union Forces when the Confederates threatened Philadelphia prior to the battle at Gettysburg. Subsequently steam tugs were substituted to tow the boats back and forth between the two canal systems.

Twenty-nine locks were built to overcome an elevation of 231 feet between Havre de Grace and Wrightsville. Avoiding the now obvious error of some earlier canals, such as the Union, in building their locks too narrow and too small, locks on the S. & T. were built 17 feet in width and 170 feet in length, thus permitting single boats of 150 tons capacity or tandem boats up to 300 tons capacity.



per pair to pass the locks easily. The canal channel was designed 5 feet wide at water level by 5 1/2 to 6 feet deep. There was a weigh lock located at York Furnace where tolls were charged. (Freight boats were required to "weigh in" so that they could be properly charged for the pay-load they were carrying. The boat was piloted into the weigh-lock, the gates closed, and water was drained out of the lock to permit the boat to settle on the weighing platform at the base. All freight boat captains were required to weigh their boats empty to figure the "tare" at the beginning of each season.) Average dimensions of the double (or tandem) boats using the canal system were 65 feet in length, 16 feet in width, and 8 feet in depth, drawing approximately 5 feet of water fully loaded.

Materials shipped on this canal were coal, lumber, grain and iron, much of it south-bound to Baltimore, and also to Philadelphia, by way of the Chesapeake and Delaware Canal.

Tugs were used to tow the boats from the outlet at Havre de Grace to the port of Baltimore. Mule teams for the Baltimore bound boats generally waited at Havre de Grace for the boats to make the return trip north. However, if the boats were bound for Philadelphia by way of the Chesapeake and Delaware canal the mule teams were stowed on board and put back on the tow paths as necessary. In some cases the teams drew their boats all the way to the port of New York, via New Jersey canal connections.

On the Susquehanna and Tidewater there were a total of four dams feeding the canal, five culverts, 18 overhead bridges, 33 waste weirs, and 6 aqueducts. A long stretch of canal, unbroken by locks for five miles below Wrightsville became known as the "Five-Mile-Long Level" and to this day retains the name "Long Level" although the origin of the name has long since been forgotten.

Assets of the original Susquehanna and Tidewater Canal Company were sold to the Reading Railroad in 1872. The Reading continued to operate the canal until May of 1894 to make connections with its railroad lines running into Columbia. Prime commodity was coal, bound for the port of Baltimore.

### LIFE ON THE CANALS

There will never again be a period in the travel history of this country quite as colorful or as unique as the canal-boat era, which reached its peak in the 1850's and continued on a gradually diminishing scale until about 1900. The canal boat traveler found himself, particularly at night or on rainy days, thrown into extremely intimate contact with his fellow travelers in the crowded cabin. All boats were animal-drawn. Mules were found most suitable for the heavy freight boats although oxen were in use in some areas. The "Packets", or passenger-carrying boats, which generally moved at the maximum speed permissible on the canals, found horses speedier towing animals. The state set a speed limit of four miles per hour, as higher speeds created a backwash which undercut the earthen canal banks. Some boats carried their own spare teams on board, generally forward, which added somewhat to the variety of odors on the boat. Two or three animals were used as a towing team, depending upon the boat size, with a "driver" on shore with the team and a "steersman" at the tiller to guide the boat. The more prosperous packets sported a crew of five or six with a captain, but on some freighters the "crew" consisted of a steersman (who was also captain) and a mule driver.



The "canalers" were a hardy lot, and although certain rules and regulations existed about right of way on the canals, it was usually the canal boats with the toughest crews that cleared the locks first. (It was at the locks that the most frequent bottlenecks occurred.) Some of the competing packet boats literally raced each other from one lock to the next. The Lock tender was supposed to decide, in the event two boats arrived at the same time, which was to be given preference, but usually the boat whose crew could lick the other (and often did) was on its way while the other waited.

The driver on shore was the "forager" for the crew. If a fat hen from some farmer's hen house wandered too close to the tow path it was only natural that it should wind up in the dinner pot on board. Ripe fruit near the tow path seldom was harvested by the owner. The top rails on fences adjoining the tow path also had a mysterious way of disappearing on cold nights, when the canal boat stove was low on fuel.

\*\*\*\*\*The following account which appeared in the Feb 1987 "American Canals" gives additional background as to the "hardiness" of some canalers:

#### MUTINY ON A CANAL BOAT

Former ACS\* Editor, Tom Kohn, discovered the following interesting item in the Alexandria (VA) Gazette for Oct. 10, 1844.

We have been informed of one of the most outrageous mutinies and riots it has been our fortune to hear lately. On Friday evening last, the canal boat "Banner", was on her passage from Beaver to Cleveland. The boat had reached the Twenty-One Locks near Akron, Ohio, at the foot of which the freight was discharged. The captain stopped at the collector's office to settle; the crew in the meantime took the boat on up thro' the locks. At NO. 16 the captain overtook them, but by this time the crew, seven in number, had got very drunk, and were carrying everything with a high hand, jamming the boat in such a manner he feared she would be sunk. He therefore attempted to tie her up; but the crew swore they were not drunk and could navigate her well enough. On his repeating the attempt they fell upon him, and threw him upon the deck, where they commenced beating him dreadfully. His wife, who was on board, heard the noise, and seeing what was going on, with the most heroic devotion threw herself on him in such a way as to ward off the blows. The savages then beat her to compel her to rise, but she maintained her position in defiance of their violence.

The number of passengers was twelve, four gentlemen and eight ladies. The latter, who were in the cabin, commenced screaming, when some of the crew rushed down, and with knives threatened them what they would do if they did not remain quiet. Among the rest, they threatened the wife of a gentleman on board, both of whom were in bed. He jumped up, and said he would shoot the first man that laid hands on one of them. On this they retired. The gentlemen then opened a window, and all in the cabins escaped. After they had cleared the boat the crew went on. The Captain raised two men and two constables, and followed but were unable to board the boat. He then raised four constables and eight men, who finally succeeded in capturing the whole gang. (PLEASE TURN TO PAGE 13)

\*Note - "American Canals" is the bulletin of the American Canal Society (ACS), editorial address [REDACTED]  
The above article is printed with permission of the ACS.



# ALL YOU EVER WANTED TO KNOW ABOUT FERRIES & BRIDGES ON THE LOWER SUSQUEHANNA

Following is a listing of the ferries crossing the lower Susquehanna down to Conowingo with such information as is available:

|                     |                                                                                                                                                                                                                |
|---------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Andersons</b>    | Marietta to Accomac, started in 1737.                                                                                                                                                                          |
| <b>Wrights</b>      | Columbia to Wrightsville, started in 1726, replaced by bridge in 1814.                                                                                                                                         |
| <b>Blue Rock</b>    | (Also Cresaps) Blue Rock Road to Long Level. Started in 1730.                                                                                                                                                  |
| <b>Sauers</b>       | Between Turkey Hill and the Conestoga. Started after 1800. Local passengers traffic only, using row boat.                                                                                                      |
| <b>Shenks</b>       | Two miles below Safe Harbor. Ceased operation in 1921.                                                                                                                                                         |
| <b>Stoners</b>      | (Also Reeds and Fulltons) Pequea to York Furnace. Operated in the 1700's.                                                                                                                                      |
| <b>McCalls</b>      | (Originally Nelsons, then Whites) Started 1740, ceased 1936. Pennsylvania Water & Power Co. was last operator.                                                                                                 |
| <b>Peach Bottom</b> | Started in 1738 by Thomas Johnson, father-in-law of Thomas Cresap. Nearby Mt. Johnson's Island named in his honor. Ceased operation in 1925 because of Conowingo development. William Shenk was last operator. |
| <b>Bald Friar</b>   | (Also a ford) Dates are unknown but General Lafayette crossed here in 1781 enroute to Yorktown.                                                                                                                |

Bridges supplanted many of the ferries and the following is a listing of those built between Columbia and Conowingo:

## Columbia-Wrightsville

- 1814 covered bridge built by Theodore Burr, famous Yankee bridge architect, a native of Torrington, Connecticut. - SEE NOTE ON PAGE 13
- 1832 Destroyed by ice and rebuilt.
- 1839 Double-deck towpath added for transferring boats from southern end of Pennsylvania Canal in Columbia to northern end of Susquehanna & Tidewater Canal in Wrightsville.
- 1863 June 28, destroyed with explosives and fire by Union forces to prevent crossing by Confederate troops under General Gordon.
- 1896 Destroyed by hurricane. Replaced by steel truss combination highway and railroad bridge.
- 1930 Concrete arch bridge, a joint county project.
- 1970 New four-lane concrete bridge, half mile upstream.

## York Furnace

- 1856 Built by Black and Huber. Two spans blown down during construction.
- 1857 Destroyed by ice.

## McCalls Ferry

- 1815 Built by Theodore Burr. Known as the bridge with a curse because at the opening ceremonies on November 18, 1818 Burr said the structure was "so founded, that he, who some people call God Almighty, couldn't take it away."
- 1818 Destroyed by ice.

## Holtwood

- 1968 One mile below Holtwood Dam. Named after Norman Wood, long time state legislator from Southern Lancaster County

## Conowingo

- 1818 At mouth of Conowingo Creek. Carried old U.S. Rt. 1. Built by Louis Wernway on Burr's pattern.
- 1846 Demolished by flood. Rebuilt by John and Cyrus Black.
- 1863 Eastern span lost in flood.
- 1904 Second span lost in flood.
- 1907 All but two spans destroyed by fire.
- 1909 Rebuilt with steel truss spans.
- 1927 Destroyed by U. S. Army Air Corps in practice bombing to clear for Conowingo reservoir.

"The River to be Crossed Rather Than to be followed," is the appellation given the lower Susquehanna by Dr. Richmond E. Myers, author of "The Long Crooked River," a former power company employee. In his paper of the same title, published by the Lancaster County Historical Society, Myers described the river as a barrier to the trek of settlers west and also to land travel between the northern and southern colonies. As might be expected American enterprise supplied the needed crossing service, first with ferries and later by bridges. Between 1695, when the first ferry began operating near the river's mouth, and 1936, when the McCalls Ferry ceased operation, a total of twenty-four ferries had operated at various times under various names, over twelve crossings from Harrisburg to Havre de Grace. Myers has concluded that the river barrier was the principal reason for York County becoming Baltimore-oriented, a characteristic that still prevails. Ferry buffs will be happy to know that one still operates on the Susquehanna at Millersburg, 27 miles above Harrisburg.

As the population of the colonies grew three main lines of travel to the south and west evolved, the ferries to accommodate them began to appear. First, the tidewater route, which crossed the Susquehanna's mouth was heavily used both ways by travelers between colonies. The second was served by John Wright's Ferry between Columbia and Wrightsville, and the third crossed at Harrisburg via John Harris' Ferry. Easy access to the river on both sides was one of the key factors for the location of these routes. From Turkey Hill to within a mile or two of its mouth the river flows through a gorge of high hills lining each shore. Access to the river on either side in this stretch had to be along tributary streams which also were in deep valleys as they entered the river. For a successful ferry easy access had to exist on opposite sides of the river at or very near the same point. This requirement limited the number of ferries in this reach.

The first ferries were probably only canoes or dugouts. If wagons were to be transported several dugouts could be lashed together. In time these crafts were replaced by the more versatile flatboats. These were either poled across or worked with ropes. South of the Bald Friar Ferry, sailing boats were commonly used instead of flatboats.

THE ABOVE MATERIAL WAS REPRODUCED FROM A BOOKLET PREPARED BY THE SAFE HARBOR WATER POWER CO. FOR THEIR 50TH ANNIV.(1981)AND IS REPRODUCED WITH THEIR PERMISSION.



//////////A NOTE FROM THE WESTERN TRAILS CHAIRMAN//////////

HELP!!!! The Mason-Dixon Trail System was founded on the idealistic goals of having a hiking trail system within easy commuting distance of several large population centers to help conserve fuel. It was also the desire of those who fostered and encouraged the construction that the trail wind its way through the beautiful Susquehanna River Valley. The construction project nears completion and our membership is dropping as interest drops in a now complete trail.

Those of us who have shouldered most of the work on the Western side of the river are being abandoned. I for one am becoming quite frustrated as has the newsletter editor. I have scheduled work hikes which have been well attended but the workers refuse to work, saying that if it is at all possible to crawl over something it shouldn't be moved. On another occasion when a work hike was scheduled to coincide with a meeting, the meeting was moved to another location and the work hike omitted. Two or three interested people can not maintain and oversee the entire Western side of the trail. I get volunteers who take a section of trail, I get one report and never hear from them again. I may be partly to blame in that I am not a letter writer nor a person to be on the phone all the time. Perhaps it is time for change. As was mentioned earlier in this letter I was very busy this summer on the Appalachian Trail constructing a shelter and did not maintain my own section of trail until three weeks ago. Others are also busy, we need more help from our membership through attendance at meetings and involvement in the workings of the trail. I would very much appreciate relief as Trails Chairman.

This trail is one of the more interesting in the State of Pennsylvania. I am afraid that it is going to be one of those trails, like those which were built by the State Park System, which is going to pass out of existence because of lack of maintenance. I have a deep love of the Mason-Dixon Trail System, but I NEED HELP, not roadblocks and frustrations thrown my way.

Ron Gray

LETTERS TO THE EDITOR

These first three letters were selected to illustrate some of the diverse backgrounds, interests and opinions of newsletter readers. All three letters clearly indicate their author's broad support of the Trail.

Jane S. Jacksteit's letter is timely as it fits in very well with the Canal and Bridge theme of this issue of the newsletter. A visit to the southern terminal of the Susquehanna and Tidewater Canal and the Concord Point Lighthouse near the MDT in Havre de Grace appears to be quite worthwhile.



Dear Editor Raab,

Congratulations upon an excellent publication: the best I have ever received from MDTS. For whatever other people may say, may I put in my two cents worth, and ask you to "hang in there" and keep up the good work.

Volunteerism is the pits at times but be tough and do it your way: it is obvious that you know what you are doing.

About relative historical information: The Susquehanna & Tidewater Canal in Havre de Grace served from here to Wrightsville, a route of 36 dams for 70 - 80 years altogether. I shall enclose a folder for your information and then suggest that hikers might also be interested in seeing the museum, as well as Concord Point Lighthouse and the Decoy Museum.

I walked the trail from Rock Run to the Dam three years ago, and am delighted to know that the Wilmington Group has remarked it, because last year the trail was not well marked. Would you please give me the name of someone in Wilmington to whom I can correspond regarding using local people to help with this maintenance? I am nearly 70 and not into long walks anymore, but enjoy the section around Pine Grove State Park - the main Trail. We have a summer cabin there. Motivating local Maryland people in this particular section of the MDT interests me, as well as introducing our interesting little community to out-of-staters.

Sincerely yours,  
Jane S. Jacksteit  
Member, M/D Trail and  
President of the  
Concord Point Lighthouse,  
Havre de Grace, MD

Dear editor,

On April 11th our Boy Scout Troop (Troop 24 Kennett Square, Pa.) hiked section 11 of the MDT. This was our first hike on the trail and all present agreed it was a fantastic day.

The guidebook describes the section as one of the most scenic in Penna., and I heartily agree. Beginning at Lock 12 the trail then turns uphill to follow Mill Creek for a half mile or so. Mill Creek cuts a spectacular rhododendron lined gorge on its way to the Susquehanna, dancing over the rocks, creating waterfalls and deep pools.

Well planned and built switchbacks bring the trail up from Mill Creek to some wonderful views of the Susquehanna and Holtwood Dam. After descending to Holtwood Dam the trail parallels Oakland Run, another beautiful mountain freshet.

We then entered State Game Lands # 181. The way here was blocked by numerous deadfalls, some due to the gypsy moth damage to oak trees, something we saw all day.

About 1 1/2 miles of the trail follow roads but they are rural. Pleasant scenery is afforded by their relatively high altitude.



The trail returns to the woods, following State Game Lands to Otter Creek at Lake Aldred.

Our party easily completed this 9.35 mile section in just over 6 hours, including rest stops and 1 hour for lunch. Before starting we handed out small plastic trash bags to our hikers who had no problem filling them, emptying them and filling them again. It is always surprising how inconsiderate people can be, littering such beautiful places. Much of what we picked up was within State Game Lands.

I was proud of our scouts, they made a fine showing and uncomplainingly picked up after the less considerate. We found the trail to be well planned, marked and maintained.

We would appreciate information on obtaining MDTs patches for our boys.

Thanks,  
C.A.Green

*Safe Harbor Water Power Corporation*

DONALD B. CHUBB  
PRESIDENT AND CHIEF EXECUTIVE OFFICER

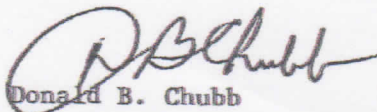
May 1, 1987

Dear Mr. Raab:

We appreciate receiving the various copies of your MDT System Newsletter. The most recent Spring/Summer 1987 edition was most informative and most interesting. If I were a dedicated hiker, I would be much interested in following through with some of the events which are outlined as activities for your club. Likewise, doing trail work seems to be a most interesting and somewhat laborious outdoor nature activity. You and all your members are to be commended for all efforts expended.

My major purpose in writing this letter to you is to congratulate you on doing a nice job in preparing the newsletter and sending it to your various members. You indicated that one member of your club indicated that he throws most of this type of information in the trash can. I, personally, throw a lot of information in the trash can, but not information from organizations in which I am very active and most interested. Keep up the good work and continue your editing of this nice little paper.

Very truly yours,

  
Donald B. Chubb

President and Chief Executive Officer

DBC/bg



and on Saturday morning brought the boat back. Such are the particulars as we learn them from a gentleman who met the mutineers running away with the boat and passenger's baggage. There may be some exaggeration, but we are assured they are mainly correct.

\*\*\*\*\*NOTE\*\*\*\*\*

In regard to the "1814" Columbia-Wrightsville bridge: apparently this listing is in error. The cover photo gives credit for building this first bridge to Jonathan Walcott in 1812. "Historic Bridges of Pennsylvania" by William H. Shank, P.E. also supports the cover photo information and states that this bridge was unsuccessfully bid upon by Theodore Burr but constructed by Walcott in connection with two local mason-contractors. There is no disagreement however as to the destruction of this bridge by ice in 1832.

\*\*\*\*\*  
\*  
\*  
\*  
\*  
\*  
\*  
\*  
\*\*\*\*\*  
DUES NOTICE

1988 Dues are due January 1, 1988.  
Please send \$4.00 check to Pat Boyle.

-13-

Please check membership for which you are applying:

CLUBS

- ☒ Maintaining \$25  
☒ Supporting \$1+

INDIVIDUAL

- ☐ Individual \$4  
☐ Contributing \$5+  
☒ Life \$250

Amount enclosed: \$

(\*New members include \$3 application fee)

|                                  |      |
|----------------------------------|------|
| NAME                             |      |
| STREET                           |      |
| CITY                             |      |
| STATE                            | ZIP  |
| PHONE: HOME                      | BUS. |
| TRAIL CLUB AFFILIATIONS (if any) |      |

MAIL TO



Membership Secretary  
Mason-Dixon Trail System  
[Redacted Address]