

THE RIVER RUNS

News from the Cowpasture River Preservation Association



Photo by Catherine Manner

Inside This Issue:

- Ø From the President
- Ø Executive Assistant's Corner
- Ø Bath County Art Show Award
- Ø Summer Picnic Highlights
- Ø CRPA's 50th Anniversary Series
- Ø Education Committee Update
- Ø Look Who's Wearing our Merchandise
- Ø Walton Tract Clean-Up
- Ø Thank You to Our Donors
- Ø Join or Renew Your Membership

Morrison Manner contemplating the beauty of the Cowpasture River below the "Green Hole," about one mile upriver from the McKinney Hollow Road Bridge.

Please send us your best photos of the Cowpasture River and the wildlife that accompanies it.

Board of Directors (2021-2022)

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*Lynne Griffith,
Executive Assistant*

Editor: *Lynne Griffith*

Photographer: *Kathy Farmer*

From the President

In preparing to write my first letter “From the President,” I read four letters written by the previous CRPA president, Dick Brooks. I couldn’t help but notice how much he had to say about major rainfall. Boy, has it been the opposite of late! Unfortunately, the lack of rainfall caused the cancellation of our annual picnic float. According to board member David Burnett (who measures these things), the stream flow in July was the lowest it’s been in 50 years.



Even without the float, the annual CRPA picnic was quite a success! It was held at David and Kit Burnett’s lovely Cowpasture River Farm and attended by a record-breaking 101 members and guests. I believe the combination of the perfect location, a catered meal, and an opportunity to escape from “lock down” worked to draw a crowd. The catered meal was delicious and should probably be provided at future picnics; however, I just wonder if I may miss seeing Joe Wood flipping burgers on the grill.

I introduced myself at the picnic as the new president of the CRPA. For those of you who missed out on my “address,” I’ll paraphrase what my husband, Witcher, said was the best thing I had to say. I made the remark that since moving to Windy Cove Farm in 2013, the Cowpasture River has become part of my daily life. Every day I am either walking along beside it, in it, or driving over it. Therefore, it truly is in my best interest to work to preserve the pristine nature of this beautiful river. This will be my focus as president of the CRPA!

We have finally had some measurable rainfall. It has come just in time to save the corn crop at Windy Cove and to cool down the water temperature in the river as well as raising the water level. As autumn arrives, I hope many of you will continue to enjoy being in and around the river – a favorite pastime for all of us.

One last thing. You should know that I will be making a daily observation of The Rise and Fall of the Cowpasture River. (Catchy book title, right?) And I’ll let you know what I find out.

Elizabeth Dudley



Executive Assistant's Corner

I wanted to thank Dick Brooks for his years of service as the President of the CRPA Board of Directors. Dick became President at the Annual Meeting on May 20, 2017, just a few days after I was hired into this position. During his tenure as President, I've seen Dick tackle many projects to expand CRPA and bring it more up-to-speed. They include:

- Being a key leader in the ongoing fight against the Atlantic Coast Pipeline.
- After much research, transitioning CRPA over to a better database with many more capabilities than we previously had.
- Overseeing the transition to our new, upgraded website.
- Encouraging our entry into the world of Instagram.
- Initiating the CRPA yearly calendar which has now become such a popular item.
- Overseeing the addition of our online merchandise store which is now on our website.
- Overseeing the yearly CRPA online auction.
- Overseeing the establishment of the yearly scholarship for a second-year student at Dabney Lancaster Community College (from the Bill Hardbarger Education Scholarship Fund).
- Initiating a project (which is still in process) of collecting many years of our river monitoring data and placing it in one central location on our website. (We hope to have this accomplished by the end of the year.)
- In addition, Dick answered every email, phone call and Facebook message from people who had various questions which I could not answer.



Dick, we appreciate all of your hard work as President over these past four years. We are thrilled you will still be staying on the board, at least for a little bit longer. And I'm so honored to be working with Elizabeth Dudley, who I know will do a great job leading CRPA into the future. Thank you.



Cowpasture River — Spring Reflected 16"x20", oil

BATH COUNTY ARTS SHOW 2021

"Best Cowpasture River in any Medium"

Congratulations to Nan Mahone Wellborn who won the award for "Best Cowpasture River in Any Medium" at the Bath County Arts Show held in July. There were a number of entries this year for this particular category due to the recent artists' retreat which was held at Fort Lewis Lodge in early May. CRPA has now sponsored this award for the past two years, and since Nan is currently a CRPA board member, she returned the award money back to CRPA. We're happy for you Nan!

HIGHLIGHTS FROM THE SUMMER PICNIC

Many thanks to David and Kit Burnett for their generosity in hosting our summer picnic on August 7th. We had 101 people in attendance — a new record! Our tasty meal of brisket and chicken was catered by the wonderful Mountain Mama Catering. Everyone was thrilled to finally see each other again after a year of isolation. And the weather could not have been better. A great day all around!



Photo by Kathy Farmer



Photo by Lynne Griffith

Tom and Patti Watts



Photo by Kathy Farmer

Bartender extraordinaire — Nan Mahone Wellborn



Photo courtesy of Linsey Young

Andrew and Linsey Young



Photo by Lynne Griffith

Newlyweds Austin Roland and Catherine Manner



Photo by Linsey Young

Heading back over the bridge after the party was over.

CRPA's 50th Anniversary Series — Article #1 in Celebration of the History of the Cowpasture River

In 2022, we will be celebrating 50 years of the Cowpasture River Preservation Association. As we approach this milestone, we will be running a series of articles on the history of the Cowpasture River. Please contact us with your photos and stories surrounding the history of the Cowpasture from the past 50 years, and we will consider including them in our future issues. Thank you!

Report on the Navigability of the Cowpasture River for the U.S. Army Corps of Engineers, Norfolk District

by John W. Knapp and Tyson Van Auken
VMI Research Laboratories, Inc.
Virginia Military Institute, Lexington, Virginia
August 1979

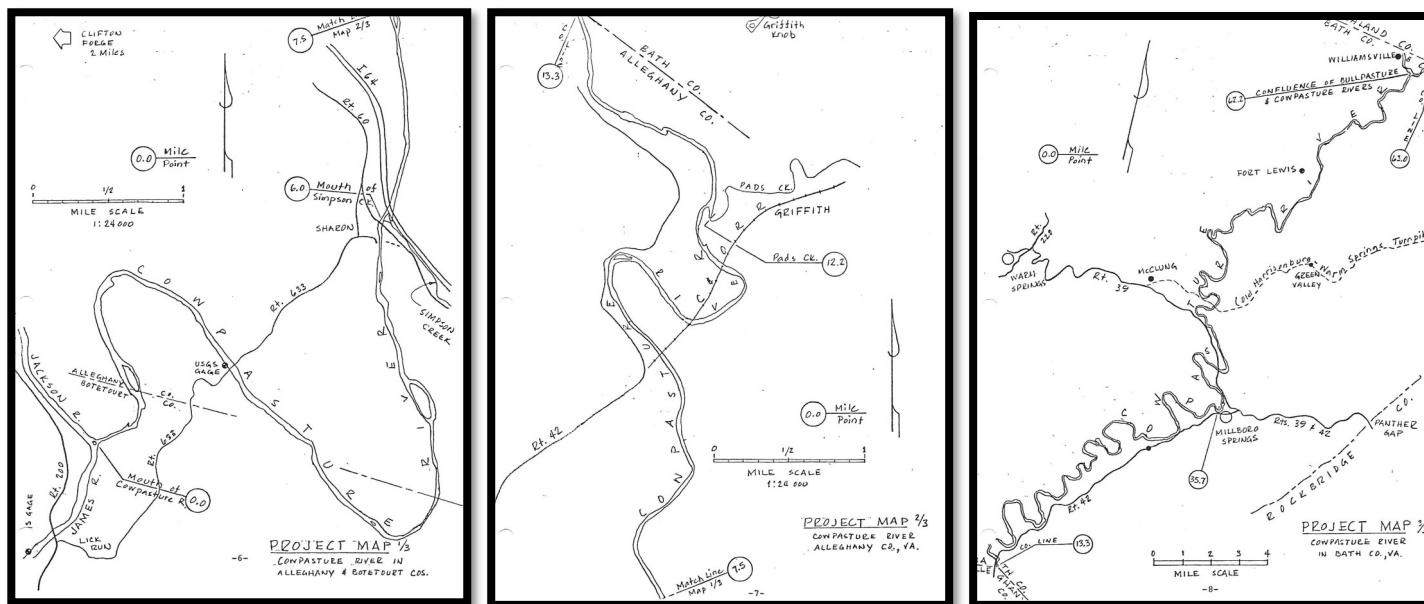
1. **Name of waterbody:** Cowpasture.
2. **Tributary to:** James River at the confluence of the Cowpasture and Jackson Rivers near Iron Gate, Virginia.
3. **Physical characteristics:**
 - a. Type: River in the Valley and Ridge Province.
 - b. Length: 83.6 miles to Bullpasture Mountain, approximately 3 miles southwest of West Virginia line at crossing of Va. Rt. 620.
 - c. Approximate discharge volumes (USGS gaging station — mile 2.4 — near Iron Gate, Virginia):

Maximum	—	34,200 cfs
Minimum	—	38 cfs
Mean	—	508 cfs
 - d. Fall per mile: 23.9 feet.
 - e. Extent of tidal influence: None.
 - f. Range between ordinary high and low water: Non-tidal waters.
4. **Nature and location of significant obstructions to navigation in portions of the waterbody used or potentially capable of use in interstate commerce:** There are none up to Simpson Creek — mile 6.0 — other than the natural riffles, bed rock ledges, and gravel bars that characterize the river throughout; between Simpson Creek and Millboro Springs — mile 35.7 — there are several low water bridges and at least nine sites identified as fords on current USGS maps; an old mill dam still stands at Millboro Springs.
5. **Authorized projects:**
 - a. Nature, condition, and location of any improvement made under projects authorized by Congress: None.

- b. Description of projects authorized but not constructed: None.
 - c. List of known survey documents or reports describing the waterbody:
 - (1) Report on James River, Chief of Engineers, U.S. Army, House Document 192, 73d Congress, 2d Session, 1934.
 - (2) James River, Va., Chief of Engineers, U.S. Army, House Document 207, 80th Congress, 1st Session, 1948.
 - (3) James River Basin, Comprehensive Water Resources Plan, Virginia State Water Control Board, 1970 (Volumes I, II, III, and IV), 1976 (Volume V-A).
 - (4) James River Basin, Water Resources Study, U.S. Army Corps of Engineers, Norfolk District, December 1975.
6. **Past or present interstate commerce:** During the first half of the 19th century, landowners in Bath County aspired to develop water transportation up the Cowpasture River as far as its confluence with the Bullpasture — mile 62.2. There are indications that the river was considered navigable from Millboro Springs down, but there is some question that this was an established and reliable commercial practice. From Simpson Creek, however, it is clear that the river was used to ship iron down the James River to Lynchburg and Richmond. (See the appended historical survey of navigation on the Cowpasture River.)
7. **Potential use for interstate commerce, if applicable:** None.
8. **Nature of jurisdiction known to have been exercised by Federal agencies:** None.
9. **State or Federal court decisions relating to navigability of the waterbody, if any:**
- a. Commonwealth of Virginia v. A.B. Hammond, B.B. Carter, and R.D. Field, Dockets Nos. 707-708 -709, District Court, Bath County (1972). Defendants were arrested for trespass on the Cowpasture River and found guilty at trial; an appeal was filed, but, on a re-hearing before the trial judge, the charges were dismissed. The court relied on the precedent cases listed below.
 - b. Commonwealth of Virginia v. John William Humphries, Docket No. 742, Bath County Court (1970). Defendant was found guilty of trespass on the Jackson River and fined; the decision was upheld on appeal, although the fine was reduced by the Circuit Court; in 1971, the Supreme Court of Appeals denied a writ, finding no reversible error. The courts relied on Boerner v. McCallister.
 - c. Boerner v. McCallister, 197 Va. 169, 89 S.E. 2d 23 (1955). Concerns issues of trespass and navigability on Jackson River.
10. **Remarks:** The evidence is convincing that the Cowpasture River was navigated successfully from the vicinity of Simpson Creek during several decades of the 19th century. The record is not clear from the attempts to use or improve the river further up. From earliest times, roads were a reasonable alternative to the local river, and the distances were not excessive from the valley of the Cowpasture to points of established navigation. In total size, the Cowpasture is a smaller river than the adjacent drainages — the Maury River to the east and the Jackson River to the west — both of which were navigable in part. At points where the drainage areas are comparable, the rivers are hydrologically similar. At Simpson Creek — mile 6.0, for example, the average annual discharge and the low flow characteristics are not unlike the Maury River at Lexington or the Jackson River at Covington where the rivers are navigable for more than 20 miles downstream.

At Millboro Springs — mile 35.7 — on the Cowpasture, it would have been difficult to sustain navigation in the river.

11. **Recommendation:** The Corps of Engineers should declare the Cowpasture River navigable to Simpson Creek.



HISTORICAL SURVEY OF NAVIGATION ON THE COWPASTURE RIVER

The Cowpasture River rises near the border between northern Highland County and West Virginia. It is a clear, mountain-valley stream which flows to the south-southwest and joins the Jackson River near Iron Gate to form the James River. Many of the landowners of the Cowpasture valley have traditionally insisted that they own the bed of the river. Some sections of the river are so vigilantly guarded that recreational canoeists have been arrested for trespassing while floating the river. None of the trespass cases, however, have been carried to the appeal level on the issue of navigability.

Early History and Roads

When the first settlers came to the Cowpasture valley, they were an isolated and, of necessity, a self-sufficient population. An 1727 petition to the Governor and Council notes that the Cowpasture is at least 200 miles from the nearest landing.¹ The first road to the Cowpasture came from Staunton around Shenandoah Mountain to Fort Lewis in northern Bath County. This road was ordered in 1746 and completed some time later. Two years later a road was ordered from Jackson River to Fort Lewis.² These early roads were little more than trails for pack horses. They met the needs of the time, but population growth dictated their upgrading to wagon road status.

The citizens of Greenbrier County, Virginia (now West Virginia) were given permission by the legislature to open a road from their courthouse to the “eastern waters” in 1780. The act states that the road was to connect “Greenbrier courthouse to the Warm Springs, or to the waggon (sic) road at the mouth of the Cowpasture River. . .” The act clearly indicates that wagon roads were then open to Richmond.³ It is interesting to note that the caption to the act says the road is to link Greenbrier County to the “eastern waters,” an early reference to the growing clamor for linking the waters of the James and Ohio Rivers.

Later turnpikes were built from Lexington to Covington and from Harrisonburg to Warm Springs. A road also ran down the Cowpasture valley roughly paralleling the river.⁴ These roads were important for commerce to and from the Cowpasture valley. Added significance for the early roads can be attributed to their heavy use for transporting people from all over the mid-Atlantic states to the springs at Warm Springs and Hot Springs. The curative powers attributed to the spring waters could induce a believer to bump along sixteen hours a day for four days while traveling from Philadelphia to Hot Springs.⁵ After such a trip, it is little wonder that the warm spring waters were thought to have cured something.

Attempts to Improve the Cowpasture River for Navigation

The James River, which is formed by the joining of the Jackson River and the Cowpasture River near Iron Gate, Virginia, was an early candidate for improvement for navigation. A statute was passed in 1783, appointing trustees to clear the Jams River “from the land of Nicholas Davies in the County of Bedford, to the mouth of the Cow-Pasture (sic).”⁶ Subsequently, the James River was improved for canal boat navigation from Richmond to Buchanan by 1851.⁷ The Jackson River from the mouth of Dunlap Creek to its confluence with the Cowpasture River was used extensively for floating iron and other products in small boats downstream to the beginning of canal navigation.⁸ Improvement of navigation on the Cowpasture River was an obvious adjunct to the existing navigation.

In December, 1818, thirty-eight people living along the Cowpasture River petitioned the General Assembly to open and improve the navigation of the Cowpasture. To promote their case, the petitioners claimed that “two boats fifty-six feet in length ascended sixty miles above its (the Cowpasture) junction with the Jackson River. . .”⁹ The petitioners further requested that a lottery be authorized to raise the needed funds for the improvements. It should be noted that the lottery was a popular method of raising money in eighteenth and nineteenth century Virginia, used by secular and religious organizations alike.

The General Assembly responded to this petition by passing an action “for improving the navigation of the Cow-Pasture (sic) River,” in February, 1819. The act provided a condemnation process for the acquisition of needed land and the improved river was to be a public highway. Owners of mill dams were required to build locks through their dams for the passage of boats. The lottery requested by the petitioners was authorized, and money raised by a previous lottery to build a seminary of learning at Hot Springs was transferred to the trustees of the Cowpasture River for their use in improving the river.¹⁰ The General Assembly went a step further in 1822 and declared the Cowpasture River a public highway from its mouth to the lands of Charles Cameron and provided for penalties for any person obstructing the river.¹¹

The Cowpasture River next received attention from the General Assembly in 1835 when an act incorporating the Cowpasture Navigation Company was passed. The company was to improve navigation of the Cowpasture River from the mouth of Simpson Creek to the mouth of the Bullpasture River. Five years were allowed the company for completing the work, and the power of condemnation was granted. Since the river had previously been declared a public highway, the act did not include the usual clause regarding the matter.¹² Some interesting conclusions can be drawn from the wording of this act. The Cowpasture Navigation Company was authorized to improve the river upstream from Simpson Creek; the implication being that the river was already improved and in

use below Simpson Creek. The other possibility is that the river was to be improved only to the crossing of the Lexington-Covington Turnpike at Simpson Creek. This second possibility can be discounted if the iron trade of the area is examined. The Lucy Selina (later Longdale) Iron Furnace was constructed on Simpson Creek in 1827 by the firm of Jordan and Irvine.¹³ It is likely that the earlier trustees of the Cowpasture River cleared the river as far up as Simpson Creek. As will be noted later in this paper, it is known that Lucy Selina iron was shipped down the Cowpasture River.

It is stated in Martin's Gazetteer, a reliable historical source, that the Cowpasture River was navigable from near Millboro Springs "by boats for three months in the year."¹⁴ This source confirms intermittent navigation and explains by implication the many efforts to upgrade and improve the river as a transportation route. This information is consistent with the findings of navigation historians that nearly all of the rivers in Virginia were used in the nineteenth century to transport goods by boat when water conditions were favorable.

The key to year-round use of the river was improvement of the channel by sluices or the construction of locks and canals providing for circumnavigation of major obstructions. As noted earlier, the Cowpasture Navigation Company was created in 1835, for just such purposes. The James River and Kanawha Company considered the improvement of the Cowpasture River as a part of their plans for the James River Basin and announced on several occasions that improved navigation on the Cowpasture was imminent.¹⁵ There is evidence of sluices through the bedrock ledges in the Cowpasture River from Simpson Creek downriver to the James River. The writers personally observed such sluices while on a canoeing trip, August 9, 1979.

The utility of the sluices on the Cowpasture is the subject of a legislative petition in 1844, from 93 citizens of Bath and Alleghany counties. The petitioners refer to the act authorizing a lottery (1819) and the fact that contracts were let for sluicing the river. No mention is made of the Cowpasture Navigation Company. The petitioners state that the bed of the Cowpasture River is changeable and composed mostly of rock and small gravel which was likely to be moved by every freshet. After a freshet, one would find "a deposit of rock and gravel at the upper end of said sluices and another at the lower end: thus creating two obstacles in the vain effort to remove one. . ."¹⁶ The petitioners request that the \$200 left in the hands of the Treasurer (presumably one of the original trustees of the Cowpasture River charged with spending the lottery money) be spent to repair and improve parts of the Cowpasture Road. The money already spent on the sluices was a loss to the community.¹⁷ The General Assembly, in prompt response, passed an act appropriating \$100 of the money for a bridge across the Cowpasture at Hughard's Ford on the Staunton-Warm Springs Turnpike, and the remaining funds to four other road projects in Bath and Alleghany Counties.¹⁸

The improvement of the navigation of the Cowpasture River was a difficult task. Sluices obviously created a problem, and there is no evidence that a lock and dam navigation was ever constructed. It can be safely stated that the river was used for navigation intermittently during high water seasons as far up as Millboro Springs. Attempts to improve the river to make it useful for longer periods in the year were not successful. The section of the Cowpasture River from Simpson Creek down, however, was used throughout most of the nineteenth century for the transportation of iron, and this will be examined later.

The General Assembly was petitioned again in 1847, by a number of individuals who wanted to float timber down the Cowpasture from “the heart of the white pine and white oak timber county.”¹⁹ James Paine, one of the signers, had previously asked the General Assembly for permission to construct a dam at McDonnald’s Falls on the Cowpasture to provide water power to his sawmill.²⁰ It is interesting that the 1847 petition says that experiments had shown that logs could be floated down the Cowpasture. The petitioners wanted the General Assembly to require mill dam owners to build sluices 16 feet wide through their dams as 9 foot boat sluices would not handle log rafts. They complain that the mill owners did not construct boat sluices or locks “... to the total obstruction of the navigation and the serious injury of persons and property above.”²¹ The logs and lumber they hoped to float down the Cowpasture were to be used for the contemplated state improvements on the James River.²² There was no response from the General Assembly.

An act for the protection of fish in the Cowpasture River was passed in 1873, and amended in 1874.²³ Later, the responsibility for protecting fish and providing for fish ladders was given to the Board of Public Works. The act is not clear as to what streams were to come under the Board’s jurisdiction. It says that the jurisdiction applied to “rivers of the state above tidewater,” but that could mean all rivers or just navigable rivers.²⁴ The act is mentioned because of the earlier legislation protecting fish in the Cowpasture. The 1822 act declaring the Cowpasture River a public highway was repealed in 1910.²⁵ As was mentioned earlier, landowners today along the Cowpasture River have had canoeists arrested for trespassing while floating down the river. The legislative history of the Cowpasture River certainly brings to mind the possibility that a trespass case and a navigability question may eventually be resolved in the courts.

The Iron Trade on the Cowpasture River

The Lucy Selina Iron Furnace mentioned earlier was located on Simpson Creek about three miles east of the Cowpasture River. In the 1850s, the Jordans suspended operation at Lucy Selina in favor of an improved facility at Australia Furnace, about four miles further up Simpson Creek. Both furnaces provided pig iron to the Tredegar Company in Richmond during the Civil War.²⁶ Iron from the Simpson Creek furnaces was wagoned — Scott and Company was one firm so employed — to the Cowpasture Bridge of the Lexington-Covington Turnpike near the mouth of Simpson Creek.²⁷ Sometimes boats could not come all the way upstream to the Cowpasture Bridge and the iron was loaded from wagons to boats at points further downstream.²⁸ For several decades in the 19th century, shipping iron downstream from the Cowpasture River was a clearly established practice and an effective way of getting pig iron by way of the James River to Lynchburg and Richmond.²⁹ Iron was shipped from Clifton Forge and the mouth of Dunlap Creek on the Jackson River.

Conclusion

Navigation of the Cowpasture River was probably attempted at times as far up as Millboro Springs, although it must have been an arduous and intermittent practice, and only marginally competitive with transportation over the existing roads and turnpikes. The record shows the continued efforts to make the river navigable above Simpson Creek. But, if the evidence is tentative for the upper reaches, it would seem conclusive that below Simpson Creek navigation was an established practice. The history of the iron industry in the decades before and during the Civil War, when combined with the other evidence, should confirm a finding of navigability from the mouth of the Cowpasture to Simpson Creek.

(footnotes on next page)

Footnotes

1. Oren F. Morton, Annals of Bath County, Virginia (Staunton, Virginia: The McClure Company, 1917), p. 13.
 2. Ibid., pp. 57-58.
 3. William Waller Hening, The Statutes at Large (Philadelphia: William Brown, Printer, 1823) X, p. 367.
 4. Board of Public Works, Seventeenth Annual Report, 1832 (Richmond: Public Printer, 1833), p. 110. Hereafter cited as B.P.W. Annual Report. See also B.P.W. Annual Report, 1844, p. 464, Annual Report, 1854, p. 183, and Bath County, Legislative Petitions, February 7, 1838, February 3, 1853, Virginia State Library, Archives Division. Also see Claudius Crozet's "A Map of Internal Improvements of Virginia, 1848," Virginia State Library, Archives Division, and "The Nine Sheet Map of Virginia, 1859," Ibid.
 5. Morton, p. 48.
 6. Hening, XI, p. 341.
 7. Wayland Fuller Dunaway, History of the James River and Kanawha Company (New York: Columbia Press, 1922) pp. 157-160, and B.P.W., Annual Report, 1865-66, p. 282.
 8. John W. Knapp, "Report on the Navigability of the Jackson River," January, 1976, Report for the U.S. Army Corps of Engineers, Norfolk District, pp. 3, 4, 9, and Alleghany County, Legislative Petition, February 26, 1848, Virginia State Library, Archives Division, and Henry Howe, Historical Collections of Virginia (Charleston: Babcock and Company, 1845), p. 172.
 9. Bath County, Legislative Petition, December 10, 1818, Virginia State Library, Archives Division.
 10. Acts of the Virginia General Assembly, 1818-1819, (Richmond: Public Printer, 1819) I, pp 74-77.
 11. Ibid., 1822-23, pp. 71-72.
 12. Ibid., 1834-35, pp. 79-80.
 13. Lester J. Cappon, "Lucy Selina's Charcoal Era," Virginia Calvacade (Autumn, 1957), p. 33.
 14. Joseph Martin, Gazetteer of Virginia (Charlottesville: Moseley and Tompkins, Printers, 1836), pp. 322-23.
 15. James River and Kanawha Company, Seventh Annual Report, 1841, (Richmond: Shepherd and Colin, 1842), p. 31.
 16. Bath County, Legislative Petition, December 19, 1844, Virginia State Library, Archives Division.
 17. Ibid.
 18. Acts of Assembly, 1844-45, p. 77.
 19. Bath County, Legislative Petition, January 28, 1847, Virginia State Library, Archives Division. See also Alleghany County, February 8, 1847.
 20. Ibid., January 15 1845.
 21. Ibid., January 28, 1847.
 22. Ibid.
 23. Acts of Assembly 1872-73, p. 238, and 1874, p. 222.
 24. Acts of Assembly, 1874, pp. 423-24.
 25. Acts of Assembly, 1910, p. 102.
 26. See Footnote 13.
 27. F.T. Glasgow to J.R. Anderson and Company, July 31, 1863, Anderson Family Correspondence in the Tredegar Papers, Item XXX1, Virginia State Library, and Crozet's 1848 map of internal improvements.
 28. Ibid., May 4, 1863, May 24, 1863, and July 2, 1863, and Cappon, p. 37.
 29. William Weaver v. Jordan, Davis, and Company, Superior Circuit Court of Law and Chancery, Rockbridge County, Virginia (1835-1852), File Number 108, see in particular Defendant's Deposition Number 32, July 22, 1836, and Number 66, June 7, 1839.
- MAPS:** Claudius Crozet, "1848 Map of Internal Improvements in Virginia," Virginia State Library, Archives Division. 1859 Nine Part Map of Virginia, Virginia State Library, Archives Division.



Education Committee Update

The Education Committee met in late July to discuss how to best use the proceeds from the Bill Hardbarger Education Scholarship Fund. The group agreed that CRPA would provide a yearly scholarship for a second-year student (preferably in the forestry program) at Dabney Lancaster Community College. Dick Brooks met with Dabney's Executive Director of Education Foundation, James Cook, to set up the logistics of providing this scholarship on an ongoing basis in Bill Hardbarger's memory. In addition, Kim Manion agreed to follow up with the sixth grade teachers in Alleghany, Bath and Highland counties to encourage them to work with CRPA to train their students in river monitoring with individual test kits that CRPA would provide. If the teachers are onboard, Kim will arrange for their professional development training in advance of launching this project. The committee felt that providing individual test kits for each sixth grade student would be a more effective way to teach them about river monitoring during this time period when we are not yet allowed back into the classrooms due to Covid restrictions.



**LOOK WHO'S
WEARING OUR
MERCHANDISE!**

(Top left photo from Nan Mahone Wellborn) — Bill Wellborn wearing his CRPA cap by the Mystic River in Connecticut last fall.



(Bottom left photo) — Pam and Lucius Bracey sent us a photo of their grandchildren, Henry and Lucius, in their CRPA onesies. They are 9 months old in this photo and enjoying their first dip in the Cowpasture River.



(Bottom center photo) — Margo Clegg sent us a photo of the newest addition to her family, her grandchild, Julian, who is looking mighty fine in his CRPA onesie.



Come Join Us for the Walton Tract Clean-Up Saturday, October 23, 2021 (1:00—4:00 pm)

It's that time of year again when we collect litter along the Cowpasture River at our adopted site in the national forest. We will meet at the Walton Tract lower public access point ("rope swing"). To sign up, send an email to directorcrpa@gmail.com or call 540-620-7795. Further details will be provided upon your RSVP.

Thank You To Our Loyal Watershed Members

The following list includes dues and gifts received since November 1, 2020 during our 2020-2021 Annual Campaign season. Thanks for your continued support, and welcome to our **new members who are highlighted in bold.**

Total donations for the current campaign = \$49,062.20. (Note: Some donors asked that their names not be published.)

Bedrock Patrons

Johanna and John Boynton, IV
Michael and Patricia Christian
Kent and Ellen Ford
Nelson Hoy and Lizzie Biggs
Michael C. Pace & James H.A. Loss-Wells
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Anna Jacobs
Lois and Gary Johnson
Bill Jones and Lee Elliott
Terry and Mary M. King
Marc Koslen

(continued)

Thank You To Our Loyal Watershed Members

Betsy Lasley

Allen LeHew

Jane Lindsay and John Beach

Lloyd and Elizabeth Lipscomb

Reverend Lowell & Dr. Becky Qualls

Dennis and Martha Manner-Brown

Bill and Cindy McNown

George Otis Mead, III

Rick and Suzanne Miller

Mett and Traci Miller

Percy and Anne Montague

Chris and Forrest Moore

Jim and Katherine Morris

Frank and Gail Morrison

Todd and Ann Nugent

Dale Perry

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The CRPA's current annual campaign runs from Nov. 1, 2020—Oct. 31, 2021. This campaign is nearly through its cycle. Dues and gifts received during this campaign are essential to the CRPA being able to carry on its mission of stewarding the Cowpasture River. Please consider sending your support if you have not already done so. Thank you.

If we overlooked anyone or made an error, please let us know. We would like to correct any errors in the next newsletter. Please contact Lynne at directorcrpa@gmail.com.



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Please join us today. The river needs your time, talent and support!

Your donations are tax deductible!

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☐ \$50 River Guardian Donation

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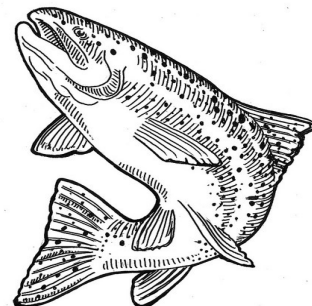
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