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The Villager

Newsletter of the Davidsonville Area Civic Association

Volume 37, No. 5

P. O. Box 222, Davidsonville, Maryland 21035

January–February 2011

Preview of a major coming event

Environmental excitement!

DACA will once again sponsor the great

Green Week Expo 2011

Saturday, March 19,

Riva Trace Baptist Church

Central Avenue

11:00 am until 4:00 pm

DACA will have 400 trees – loblolly pines, chestnut oak, willow oak, and bald cypress – to give away for planting in Davidsonville yards.

You can enjoy seminars about our rivers, gardening tips, exhibits, kids' activities, and food by notable Davidsonville chefs.

Last year's event was a smashing success way beyond our modest dream. This year it will be bigger and better than ever and we reach for wild dreams.

Green Expo seeks volunteers!

If you would like to learn more about DACA, please join in on a short-term project. We will need help with Green Expo 2011, scheduled for March 19, 2011, at Riva Trace Baptist Church on Central Avenue. Green Expo will need the greatest number of workers on the day it occurs, and help will be needed in the days and weeks in advance. Get to know DACA and consider volunteering to serve on the Executive Committee.

Please call Lara Mulvaney at 410-956-4451 or send her an email at lara_mulvaney@yahoo.com to learn more about how you can participate in this exciting venture. Last year's Expo was a success smiled upon by pleasant spring sunshine, and a ton of fun! We anticipate more and better this year, especially if you help!

Comprehensive Re-Zoning is to begin soon

Landowners will seek zoning changes to permit new uses, maybe in your back yard. Bea Poulin, South County Constituent and Community Relations Specialist, told DACA that there are 450 requests for zoning changes throughout the County to be considered as the Office of Planning & Zoning reviews the Zoning Code. Go to www.aacounty.org and click on Planning & Zoning in the left hand column. Then explore and select the page that piques your curiosity.

This is from the web site:

"The Office of Planning and Zoning is responsible for planning the physical growth and development of the county. In order to fulfill that responsibility, the office prepares a revised general plan periodically, updates the rules governing subdivision of property, reviews and revises the zoning laws that regulate the use of property and administers both the subdivision code and the zoning ordinance.

The Office is dedicated to managing the County's development in an efficient and equitable manner, balancing the interests of diverse parties. The Office seeks to provide clear, timely information to the public concerning the planning and development activities within the County.

The Office is organized into six divisions: Development Review, Long Range Planning, Research & GIS (Geographic Information Systems), Transportation Planning, Cultural Resources, and Zoning. The Research & GIS Division is responsible for monitoring and analyzing growth through its Research Section; making available to the public copies of plans, ordinances, reports, aerial photography, maps, and digital data through the Map Room; assigning street names and address assignments as part of the Development Review Process; and is the home for the office's GIS section."

You can go the P&Z office on Riva Road and view rezoning applications and maps of places that interest you.

DACA members and their contributions

Welcome Tricia Johnson to DACA's Executive Committee and thanks for her continuing support of DACA. She will complete the term ending in June 2011 and is eligible to be re-elected at DACA's annual meeting to the term through June 2014.

Many thanks to Kitty Allen for her gift renewal to Raye Long. Thanks also to Carol McKechnie, Dan and Barbara O'Donnell, June Reed, and Amy Richardson for their contributions in addition to renewing their memberships in DACA. Special thanks to Tracie and Jay Hovermale, whose generous contribution entitles them to a lifetime membership and subscription.

Re: Emailing the *Villager*:

11/16 This is perfect, thank you for all your time and effort for D-Ville as my daughter refers to it.

Jan Sheppard

11/21 The online version is great. No need to send me a paper version. Save a tree.

Lance Edwards

. . . I would prefer to receive it on paper. I enjoy sitting down and thumbing through it (as well as other paper publications I receive). Call me old fashioned! Don O.

You are not alone. Many feel as you do. Gail

In Memoriam
 Don E. Riddle, Sr.
 May 3, 1920 ~ January 6, 2011
 Co-founder of Homestead Gardens
 and father of DACA member Don Riddle, Jr.

November 16
Hello Gail,

I feel the need to bolster your confidence regarding your "new" email news. During my three year term as President of the Lavall Homeowner's Association we instituted an email list.

Soon we distributed our news via attachment. We felt accomplished. From the first, a smart member made sure that the complete address list did not get forwarded to each member. Then came a slip. It was inevitable. I prayed that no one would use the complete list for advertising or junk mail distribution but someone did.

We apologized and now after several years the system works swell. Don't fear, things will even out. You're doing a fine job.

Pam Rumney
(More on page 8)

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A good place for a cell tower?

Bob Tomlinson, Ruritan President, and Lynn Morano representing the King's Retreat Property Owners Association, attended DACA's January meeting to discuss the cell phone tower proposed to be erected by T-Mobile on the Ruritan Club's property on Davidsonville Road.

Mr. Tomlinson gave some background on the club: a charitable organization that supports the Boy Scouts, Girl Scouts, athletic association, and the fire departments; and sponsors essay contests for DES students, and provides college scholarships. He noted that their membership is shrinking and aging; they have 38 active members, down from about 50 several years ago.

T-Mobile's previous applications for a cell tower in other locations in Davidsonville have been rejected; DACA and others had suggested to T-Mobile that there might be less opposition if the tower rental income were to benefit a non-profit group in the area, and so T-Mobile approached the Ruritan Club.

Mr. Tomlinson described the proposed cell tower as 80 feet tall, appearing as a flagpole with a large American flag flying 24/7/365; national flag protocol expects that flags flown at night must be illuminated. The flagpole would be situated at the southwest corner

of the Ruritan's club house with a ten by ten foot service building twenty feet away. County regulations require that such utilities be at least 200 feet from the property line with adjoining properties; the Ruritan Club, with 10.2 acres, has ample space for that requirement. T-Mobile would agree to three five-year leases.

DACA's newest Executive Committee member and the club's nearest neighbor, Tricia Johnson, spoke of her high regard for the Ruritan Club; they have been good neighbors for her 20 years here. However, she expressed concern about the lights shining all night over her house. Lynn Morano repeated that this is a concern to all the residents of King's Retreat. The next day, Mr. Tomlinson spoke with other Ruritan members and they came up with a proposed solution for the flag pole lights: to continue to fly their flag on the existing shorter pole as they do now and fly a flag on the larger pole only during the day for special occasions without using the lights.

T-Mobile has submitted its application and plan to AA County Planning and Zoning. The neighbors will be notified of the hearing date. The permitting process usually takes about a year before construction can begin.

From DACA Minutes January 6, 2011



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The Patuxent River: Artery of southern Maryland for 200 years

By Will Biddle

Few Davidsonville residents have ever paddled down the Patuxent River. Most parents probably caution their children not to go near the water, and many of us cursed when the Route 214 bridge was closed. Few realize that the Patuxent was once the major artery, the I-95 if you will, of eighteenth and nineteenth century Maryland.

In 1706 the port of Queen Anne Town was founded, named for Queen Anne of England, who ruled from 1702 until her death in 1714. It was strategically located at the uppermost navigable reach of the Patuxent River, i.e., navigable by ocean sailing ships, not small boats. Ocean-going merchant ships in the eighteenth century were generally sixty to eighty feet long, with hulls shaped like a bathtub, and a draft of six to ten feet, depending on the weight of their cargo.

From Queen Anne Town tobacco planters could ship their produce directly to London. Likewise, they could go to Queen Anne Town to purchase and/or pick-up their order of goods shipped from London, whether it was fine china, spices, finely woven cloth to make clothing, or flat glass to make windows for the fine houses they were building.

Some residents of Anne Arundel County resented sending their revenue to or through another political jurisdiction, at that time Charles County. Therefore, in 1707 the residents of All Hallows Parish, South River, urged lawmakers in Annapolis to license a town on the Anne Arundel side of the river. Irish immigrants in All Hallows Parish managed to get the town called Kilkenny.

At that time, towns were licensed by the Maryland House of Delegates and approved by the Royal Governor. Tax assessors were appointed in these towns to collect taxes on the export of tobacco, which could not legally be exported except through licensed towns. To enforce the law, revenue cutters enforced these laws by boarding and inspecting cargo ships on the Bay.

Today, no one knows exactly where Kilkenny was located, some place on the Anne Arundel side of the river opposite Queen Anne, probably close to where Queen Anne Road ends at Sands Road south of Central Avenue. In 1712 Queen Anne (Bridge) Road was built to connect Kilkenny and Queen Anne with London Towne on the South River, thus connecting the older Maryland plantations in Southern *(next page please)*




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Patuxent artery, from page 4)

Maryland to Annapolis, the State Capital. Kilkenny Town was, unfortunately, situated on low ground, and after a few floods, which were less frequent in the early eighteenth century than today, the town ceased to exist. The first bridge over the Patuxent was licensed in 1719, but the funding was left to the colonists. It was finally built at Queen Anne Town in 1744. An old steel or cast iron bridge built around 1890 still crosses the Patuxent at that location, but a truck had an accident there in 1962, and the bridge has been closed ever since.

In 1696, a new county was created from the northern parts of Charles County and Calvert County. The new county was named after King William of Orange’s brother-in-law, Prince George, a Danish lord whose wife, the daughter of James II of England, became England’s Queen Anne in 1702. [Anne was the last English monarch of the house of Stuart. None of her 14 children lived beyond the age of 11. Upon her death in 1714, her husband became King George I, the first monarch of the Hanover line, which still occupies the English throne, although the family changed their name to Windsor during World War I.] Charles Town, referred to as Mount Calvert today, became the first county seat because it was the only town in the newly

formed county. Unlike western Anne Arundel County, Prince George’s County was blessed with heavy soils ideal for planting tobacco. Growth in the new county, however, did not favor Charles Town. With the ports of Nottingham to the south and Queen Anne to the north growing by leaps and bounds, Charles Town stagnated; its strategic defensive location no longer necessary with the rapid population growth of eighteenth century Maryland. Although wisely placed on a hill well above the occasional flood waters, it was also situated on the middle of marshy lowlands which meant residents would suffer from malaria, a serious and recurring disease then called ague. Early Marylanders may not have known that mosquitos carried it, but they knew it was healthier to live away from marshes and swamps. On March 28, 1721, the county seat moved four miles inland to a new town, Upper Marlborough, named after the Duke of Marlborough, who had commanded the English forces in the stalemated seven-year war against France in the War of Spanish Succession.

The Patuxent River and Queen Anne Bridge Road were the eighteenth century superhighways, linking the prosperous tobacco ports on the Patuxent—Queen Anne, Nottingham, Lower Marlborough, Benedict, and St. Leonard’s—to Annapolis, *(next page, please)*

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Patuxent artery (from page 5)

Baltimore, and communities to the rapidly growing north and east. Queen Anne Bridge also connected Annapolis with western Prince George's County and the towns and plantations on the Potomac River, including George Town and, eventually, Washington. This was the status quo for well over 100 years—until railroads took over in the 1840s and '50s. Railroads in turn lasted about 100 years—until trucks and highways began moving the bulk of the freight.

Of the Patuxent River towns, Nottingham was the largest and most prosperous, boasting an estimated 1,500 residents according to a British officer who occupied the town in 1814. Indeed, the British had hoped to fight (and defeat) the Americans, not at Bladensburg as they did on August 24, 1814, but in Nottingham on August 22! Today, Nottingham boasts a population of eleven people. But in 1814 it was a town comparable in size and commercial importance to the nation's capital. Four-time-elected Governor Robert Bowie lived in Nottingham. Indeed, Francis Scott Key was negotiating for the release of Bowie's friend and fellow captive officer, Dr. William Beanes of Upper Marlborough, on board the British warship *Tonnant* outside Baltimore in mid September 1814 when he was inspired to write the national anthem. Bowie had already been exchanged for some British stragglers that Bowie and Beanes had captured after the battle of Bladensburg.

Nottingham maintained its customs house after the Revolution, but it rapidly lost influence and commerce to


Baltimore, just as Salem, Massachusetts, lost its international shipping business to Boston's deep water harbor. There are, of course, many more reasons why Nottingham and the other Patuxent ports declined. For one thing, as merchant ships got larger in the nineteenth century, they needed ports with deeper water. The Patuxent River was filling with sediment, making travel even by the smaller ocean-going sailing ships hazardous. Because of its tobacco licensing warehouse, Nottingham continued to ship tobacco in smaller ships. The advent of the shallow draft steamboat in the mid-nineteenth century actually helped Nottingham and other river towns allowing them to continue shipping, albeit to Baltimore, instead of to London.

Nottingham also took a particularly hard economic blow in 1835 with the passage of the first temperance laws passed by the House of Delegates and signed by the Governor of Maryland. Then in 1845, a hailstorm destroyed the local tobacco crop. Shortly thereafter, the state sold off Nottingham's license for its tobacco inspection warehouse. In 1901 fire destroyed every house but one in Nottingham. Nevertheless, the town continued to exist in a much reduced capacity as a steamboat port until 1921, when the steamboats stopped landing there on a daily basis. In 1927, the Nottingham post office was closed. In 1930, the Woodfield Canning Factory, established in 1910 next to Nottingham's wharf, was forced to close its doors when steamboats, the link to the outside world, stopped going up river as far as Nottingham.

(Next page, please)

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Patuxent artery, *from page 6*

The village of Queen Anne continues to survive with a few residences, if not as a commercial center. When its port silted in by the beginning of the nineteenth century, the bridge(s) over the Patuxent sustained it. The railroad built in the mid nineteenth century bypassed all the river towns and doomed their commercial future, but Queen Anne still had the bridge crossing and it was a wild, somewhat lawless place during the raucous Prohibition Era of the 1920s. However, in 1933 the construction of the Central Avenue Bridge a mile upstream of the town ended it as a commercial center.

The Patuxent River has the potential to be one of our community’s greatest resources—for recreation, not for transportation. It is rich in history and played a major role in the development of our state. Today the Patuxent is fortunate to have a Riverkeeper, Fred Tutman. [See the following item from the web site]. He loves the river, and he works long hours every day to save it for our enjoyment. His organization has hauled tons of debris from the river, taken polluters (including power generating plants) to court, and pressed municipalities to update their sewage treatment plants.

Join us at DACA’s Green Expo on March 19th at the Riva Trace Baptist Church on Central Avenue to learn more about the Patuxent and what is being done to save this river. Maybe you will want to help. It’s actually a lot of fun. Call Will Biddle at 410-798-6719 or Lara Mulvaney at 410-956-4451.

The Riverkeeper

Fred Tutman, Patuxent Riverkeeper, was born and raised along the Patuxent River, as were seven generations of his ancestors before him. Prior to founding Patuxent Riverkeeper in 2004, Fred operated a business that provided professional media and mass communication services internationally. Fred also worked as volunteer activist on the Patuxent for over 20 years until the momentum of the volunteer environmental work overcame his media career and the challenge of Riverkeeping beckoned. Fred is a recipient of numerous awards and recognitions for his work on behalf of environmental causes and issues in Maryland. He also serves on a variety of boards, task forces and commissions related to the work of protecting the Patuxent and the natural environment. Among them, Fred serves on the Board of the Environmental Integrity Project, as a Governor-appointed commissioner on the State’s Patuxent River Commission and on the Board of Waterkeeper Alliance, the international group that licenses Waterkeepers. Fred is an adjunct instructor at historic St. Mary’s College of Maryland, where he teaches an upper level course in Environmental Law and Policy. He is an avid kayaker and backpacker, and also helps to maintain trails on the Appalachian Trail.



County notes

New impact fees took effect in Anne Arundel County on January 1, 2011. These fees are charged to the developers to help pay for the cost of public services—roads and schools—to new communities and residents in the county, rather than forcing taxpayers to subsidize new development.

The Southern District Police station has a new commander, Captain Joseph Doorden, from the Northern District, and a new PAC officer, Richard Duvall. Capt. Krampton transferred to the Northern District in Millersville. The Southern District police station is on Stepney’s Lane in Edgewater.



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More comments on the Villager by e-mail

11/15 Thank you for all of the effort you put into the *Villager*. I know it must be a lot of work and I truly appreciate your efforts. Jerry Walker

11/16 I must say, nice job on the online version. Is there a way to pay dues online? Just wondering.

Alas, not yet. Keep sending checks through the USPS. Bob Bradshaw

11/21 I'm happy with the e-mail version. Harlan

11/21 The online version is great. No need to send me a paper version. Save a tree. Lance Edwards

11/21 Gail, we received it and think email is just fine. No need for paper. Thanks for all you do. Steve

11/21 Hi Gail, I will be happy to get the *Villager* by email and not a paper version. Thanks, Marybeth

11/21 Gail:
We received the *Villager* on email and it opened well. I have started a DACA file for it. Phil & Gail Livingstone

11/21 You deserve a medal for the preparation of the *Villager*. The e-mail version works well for me; no need to mail a paper version. Our garden club long ago went to the e-mail version of the newsletter and it works well. Sincere congratulations on a job well done. June Fleck

Thank you, Gail, for all you do! Merry Christmas and Happy New Year! Amy and family

12/7 I would like to still receive the paper form as my clients pick it up to read. I know it is more trouble but I like getting it for the shop.

Thank you, Lady Jane Beauty Shop

I thank all of you for your very kind words. Many more readers sent "No Paper" votes, and I am grateful to them, without further repeating names. You know who you are. Because I still do not have the email addresses in the info@daca-md.org address book, your *Villagers* will come from gailenright1@verizon.net, not from a stranger. Gail



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More DACA business, from the Minutes

At its November meeting, DACA's Executive Committee members voted unanimously to repeat the contributions of last year to eight churches located in Davidsonville: Union Memorial United Methodist, South River Bible Church, Riva Trace Baptist, Holy Family Roman Catholic, Grace Evangelical Presbyterian, Davidsonville United Methodist, Chesapeake Christian Fellowship, and All Hallows' Episcopal. The money is to be used to help needy people living in Anne Arundel County.

In December DACA repeated its contributions to the South River Federation and to Hospice of the Chesapeake. DACA received gracious thank you notes from All Hallows Parish, Chesapeake Christian Fellowship, Grace Evangelical Presbyterian, South River Bible

Church, the South River Federation, and Hospice of the Chesapeake.

The Executive Committee welcomes home DACA's Treasurer Bob Carobrese from a winter sojourn in Hawaii, and President Will Biddle from a visit to California for the 100th birthday of his wife Anne's aunt. We were glad to see Pam Scarborough at the December meeting; she is assistant to District Seven's County Council Member Jerry Walker, who has not forgotten DACA. In December, Vice President Ed Woods, suffering from laryngitis which severely cramped his style, whispered the meeting to order to welcome our guests. See page 3.

THIS SUMMER

Join Southdown Swim Club

Southdown Swim Club, conveniently located near Giant Food in Edgewater, is a cooperatively-owned swimming pool. Membership is open to families from any area neighborhood, and grants the following benefits:

- ✓ Olympic-sized pool with diving board, open May to September
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What will SHA do to improve the safety of Route 424?

On October 6, Will Biddle wrote on behalf of DACA to Lee Starkloff, District Engineer of the State Highway Administration, once again to request restoration of a full stop traffic signal on Route 424 at Governors Bridge Road. He sent a copy by email to South County's Community Relations Specialist, Bea Poulin. "Dear Mr. Starkloff:

Over many years the intersection of Governors Bridge Road and Davidsonville Road (State Route 424) has been the cause of many accidents. Cars headed north on Rte 424 tend to speed along the straight stretch south of the intersection, and cars coming south from the north of the intersection are hidden by a hillock under the roadway. These dangers are compounded by high banks on the north side of Governors Bridge Road which require cars trying to make left-hand-turns to pull to the edge of Route 424 in order to see around these banks. Compounding these triple dangers is the steady flow of traffic on Route 424. Drivers trying to make a left-hand

turn feel there will never be a break in the traffic and therefore take chances that they would not ordinarily take.

When the Patuxent River Bridge on State Route 214 was closed in 2007, a temporary full signal traffic stop light was installed at this intersection. The residents of Davidsonville were sure that once the State Highway Administration saw how this signal reduced the number of accidents at this intersection, it would be left in place. When SHA officials said it would revert to the blinker signal, we begged them to leave it as it was. Since then, citizens have requested that SHA restore the red stop light to this intersection.

We are told that SHA's traffic count surveys have shown insufficient numbers of vehicles to justify the full signal. If this is so, it is because, to the knowledge of local residents who observe this corner, they are taken not at rush hours (6:00 am-9:30 am and 3:00-7:00 pm) but at midday when traffic is lighter.

As President of the Davidsonville Area Civic Association, I urge you once again to restore the full stop traffic signal at this intersection. Lives depend on it. The state could and should be held liable for any fatalities that occur at this intersection in the future.

Sincerely, Will Biddle"


At the same time, Bea Poulin, South County Community Relations Specialist, contacted Mr. Starkloff on behalf of DACA and Mrs. Lillian Fowler, who suffered a read-end collision as she sought to make a left turn into Union Memorial United Methodist Church farther south on #424.

On December 22, Mrs. Poulin received the following email reply from Kimberly Tran, Assistant District Engineer at SHA, whose message covered the concerns both of DACA and Mrs. Fowler.

"Dear Ms. Poulin,

This is in response to the traffic and safety concerns of your constituents, Ms. Lillian Fuller of the Union Memorial United Methodist Church and Will Biddle. The State Highway Administration (SHA) appreciates your comments, which help us to provide safe and efficient roadways. We have completed our review of your request and would like to share our results with you.

(Ms. Tran's message continues on page 11)




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Response from State Highway Administration

“The accident data for the past three years at this location does not suggest a documented safety concern. The church has two entrances that lead to two parking lots, but these lots are not connected. A vertical curve to the north limits the sight distance for vehicles exiting the parking lot from the northern entrance.... The southern entrance meets the standard sight distance requirements. Since the sight distance is constrained due to the existing geometry of the roadway, we are unable to provide any improvements at this location. However, we recommend that the church consider connecting the two parking lots and inform its patrons to use the southern entrance for safer ingress and egress.

“Regarding the concern for safety along MD 424, few driveways and intersections ... have inadequate sight distance. Existing intersection warning signs along both northbound and southbound directions of MD 424 provide adequate warning to the motorists. The crash history along this roadway did not warrant installation of a special general warning sign....

“Our review of the rear-end crash data along the corridor found that most rear-end crashes occurred because of drivers following too closely, or drivers not paying attention. Our field review revealed that drivers are traveling above the speed limit. Therefore, we will request the Maryland State Police to include this section of roadway in their priority list of enforcement.

“In addition, we reviewed the request for a full color traffic signal at the intersection of MD 424 and Governor's Bridge Road. A full color traffic signal was installed in 2007 when traffic was detoured due to the rehabilitation of the Patuxent River Bridge along MD 214. After the construction was complete, an after study

indicated that a full color traffic signal was not justified at this location and therefore it was converted back to a flashing signal. We have recently updated this analysis and found that a full color traffic signal is still not justified under the current conditions. However, we will continue to monitor this location in the future as conditions change.”

In her letter of January 6 to Will Biddle, Ms. Tran acknowledged the multiple requests from elected officials and citizens to maintain the full color signal. “Although a signal is not justified, we ... relocated the speed limit signs and crossroad warning signs on MD 424 in February 2009.

She added, “You mentioned that traffic count surveys were conducted at midday rather than rush hours.... SHA collected traffic volume information for at least 12 hours of a typical day. The most congested hours, including rush hours, are selected from these 12 hours for the study.”

She invited further contact with her or Mr. Scott Sumner at 410-841-1003. Ms. Tran’s email address is ktran@sha.state.md.us.

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Be a roughneck; plan to get wet and muddy in April with the Annual Patuxent Cleanup

Riverkeepers work on watershed problems, not just symptoms. But dumped trash, while a symptom, is one of the more unsightly and obvious signs of the decay of our waterways, especially in heavily used public access areas. Therefore the Patuxent Riverkeeper coordinates the only river-wide annual cleanup event each April. The Riverkeeper is joined by scores of other partners to provide supplies, site supervision, and promotional and other resources, in an effort to make each year's cleanup bigger than the last. Our motto is: To clean up a river, somebody has to get dirty!

We also tally the yield of each cleanup in order to get a statistical record of annual growth of volunteerism and increases in the amount/tonnage of trash collected. Additionally, we help local groups recruit volunteers and advertise their own cleanups on our web site. The effort to remove more tonnage and engage more volunteers each year keeps the cleanup growing annually in scope and effectiveness.

Go to www.patuxentriverkeeper.org to learn how you can help maintain Davidsonville's natural western border.




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All Hallows’ historic Brick Church will show off its historically hand-crafted new tracker organ

After more than 340 years, All Hallows’ Parish acquired its first mechanical-action tracker organ, not electronic. Installed in 2010 by the organ builder, A. David Moore, it is an instrument worthy of this oldest parish in Maryland, in existence since 1669, or maybe earlier.

In 2011, the first full year in place, the Parish will hold three recitals performed by internationally renowned organ masters. The Brick Church is at 3604 Solomons Island Road at Brick Church Road. All recitals are on Sunday afternoons at three o’clock. Free will offerings will be accepted with gratitude.

February 6, 2011

Michael Menne, Music Director and choir Master of All Hallows’ Parish, will present a concert of music from Baroque through Contemporary, demonstrating the wealth of tonal colors in our organ, named *Opus 34, Ann Fisk*, by its builder.

April 3, 2011

Mark Brombaugh of Tacoma, Washington, will be our guest artist. He is an accomplished organist and harpsichordist and has taught at Westminster Choir College and the University of Oregon.

May 1, 2011

Bryan Mock, organist at Christ Church, Glendale, Ohio, will complete our first season. He is Associate Director of the Cincinnati Boychoir and President of the Association of Anglican Musicians.

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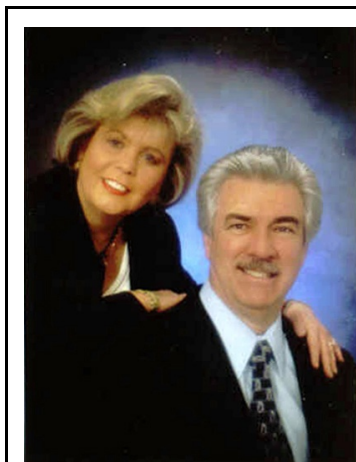
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Londontowne Symphony Orchestra performs on its home stage

Sunday, January 30, 2011, 3:00 p.m.

The Londontowne Symphony Orchestra will present

Vivre la France

in the auditorium at South River High School, 201 Central Avenue East, Edgewater, MD. Under direction of guest conductor Gerald Cavanaugh they will perform

Sinfonietta Francis Jean Marcel Poulenc
Symphony #31 Wolfgang Amadeus Mozart
Flute Concerto Jacques Ibert

featuring solo flutist Melinda Wade-English

General admission is \$15; \$10 for seniors

For more information please go to their website at www.londontownesyphonyorchestra.org or write to Londontowne Symphony Orchestra, P. O. Box 926, Edgewater, MD 21037.

Annapolis Symphony Orchestra in 2011

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Call 410-263-0907 for information. Tickets cost \$35, \$40, or \$45, depending on seat location, or \$10 for students.

Neighborhood Network

for winter weather emergency planning for seniors and adults with disabilities

Remember last winter's massive snowfalls that created problems for all of us? Many senior and disabled citizens were poorly prepared for an emergency that prevented them from obtaining supplies and medication. Unfilled prescriptions and lack of groceries and fuel are preventable by good planning. The Neighborhood Network developed an emergency supply list and a wallet communications card that helps the holder to reach their emergency contacts.


Contact Karen Sank at the County's Office of Emergency Management to link your neighborhood to the Neighborhood Network. Call her at 410-222-0611 or send an email to FDSANK00@aacounty.org.



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Councilwoman Cathy Vitale’s last *Council In Action* column, December 2010

Dec. 2 Dear Mrs. Vitale--

Congratulations on winning a seat in the House of Delegates. I want you to know that your County Council column for constituents has been greatly appreciated by this newsletter editor. Even though it was not specifically addressed to South County residents, you’ve said plenty that applied to all of us and I’ve been glad to have it available for the *Villager*. I hope you will continue to send out such information in your new job. Gail Enright

Dec. 6 Gail,

I hope to be able to continue to provide coverage, although it will be from the state. Since Senator Reilly and I cover lots of the same things, I think he can assist me in relevant additional information for South County. Additionally, I intend to keep up on County items. I hope to return one day in leadership to the County and staying involved would help me . . . when the time comes.

Cathy Vitale

11/30 This December column is . . . my last column as [District 5] County Council representative. I can’t imagine, but it has been almost eleven years.

I tried to look back over those years and answer the question that I posed of myself that first night I was sworn in, February 6, 2000. “When I leave office, will I have done everything that I can to help the citizens of my district with the issues that are important to them?” Well, I guess that question will be answered by the readers with varied responses, but I hope all in all you are proud of having had me represent you. I know that on December 7 when I wake up, with a new council representative looking after all our interests, I know that I can say that every step of the way I tried to do what was right for the district. I have worked hard to listen to everyone’s concerns and points of view. I know that I have been unable to satisfy everyone, that is to be expected, but overall, I believe that together, with your help, we accomplished a great many things.

I will continue to work with [my constituents] as the County begins the General Development Plan. Call on me, for recall, information, or support. To the residents of Severna Park and Millersville, I have the pleasure of continuing to be your representative at the State level. Don’t forget, however, that I

will still stay involved in your community, especially as it is my family’s as well.

Take care, stay in touch. Remember you can always find me at friendsofvitale@cablespeed.com or 410-544-4937. I am just a phone call or an email away.

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- President Will Biddle 410-798-6719
willbiddle@verizon.net
- Vice President H. Edward Woods 410-798-0764
pgchief181@firehousemail.com
- Secretary Gail Enright 410-533-4766
gailenright1@verizon.net
- Treasurer Robert A. Carobrese 410-798-4747
sunriseenvironmental@verizon.net

EXECUTIVE COMMITTEE

Term to June 2011

- Rick Hughes rhughes70@comcast.net 410-956-9067
- Tricia Johnson triciajohnson5@yahoo.com 410-798-6369
- Wayne Reid waynereid@remax.net 410-798-9490
- Christopher Rizek csr@capdale.com 410-956-4811

Term to June 2012

- Joyce Cramer jwgone@msn.com 410-956-3435
- Martin Zehner 410-798-5083
- Lara Mulvaney lara_mulvaney@yahoo.com 410-956-4451

Term to June 2013

- Kate Fox fox4smith@verizon.net 410-956-4852
- Don Opedal dopedal@hotmail.com 410-956-9155
- Harlan Ray woodsonghr@verizon.net 410-798-6292



February 2

February 21



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DACA web site home page:

www.daca-md.org

- Will Biddle President 410-798-6719
- Gail Enright Editor 410-533-4766
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The *Villager* is published at least six times each year. We invite your written and signed contributions of letters, articles, and community notices.

MEMBERSHIP: I would like to be a member of DACA and receive the *VILLAGER*. At \$5.00 per year for each person, my check for \$ _____ enclosed, payable to DACA for membership for _____ person/people for _____ year(s). Also enclosed is my contribution of \$ _____ to DACA to help with the expenses incurred in the effort to maintain the quality of life that brought us to the Davidsonville area and to help guide the growth and development of our community.

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Your comments, your interests?