

Napanee Hub & Spoke

17 – 23 September, 2023

The National Capital chapter had yet another successful Hub and Spoke the third week of September based out of the Fox Motor Inn in Napanee, Ontario. The weather was great and everyone had an excellent time! Many thanks go to Nel Ahmed and Geoff Kennedy for the planning, organization, and leading; and to Linda Graupner and Dave Featherstonhaugh for leading additional groups.

The Town of Greater Napanee is the 1999 amalgamation of the old town of Napanee and the surrounding townships. It is located at the eastern end of Lake Ontario's Bay of Quinte at the last (first?) waterfall on the Napanee River. Prince Edward County is to the west, Loyalist Township and Kingston to the east, and the Township of Stone Mills to the northeast. Napanee was settled around 1783 by United Empire Loyalists after the American War of Independence. The water power from the falls, its connection to Lake Ontario and the arrival of the Grand Trunk Railway in 1856 allowed Napanee to develop into a prosperous town. The construction in the 1870's and 1880's gave Napanee much of its graceful architecture that remains today.

The Fox Motor Inn is a "Mom & Pop" motel on the west end of downtown. It's not the first time CCCTS has used this accommodation. The motel consists of standard motel rooms, a couple small cabins, and a new two storey building that opened since our last stay during the 2020 Tweed pannier tour. The maybe-heated pool, multiple picnic tables and BBQs make the place ideal for cyclists especially those wishing not to dine out all of the time. The lack of breakfast facilities isn't an impediment because Tammy's Country Kitchen across the street serves cyclist filling meals. Further afield, starving cyclists can be nourished at The Itty Bitty Dinner, Spuds Restaurant, or the ubiquitous Tim Hortons. Bicycles in the Fox Motor Inn rooms are frowned up, but the owner's large garage provides roomy secure storage.

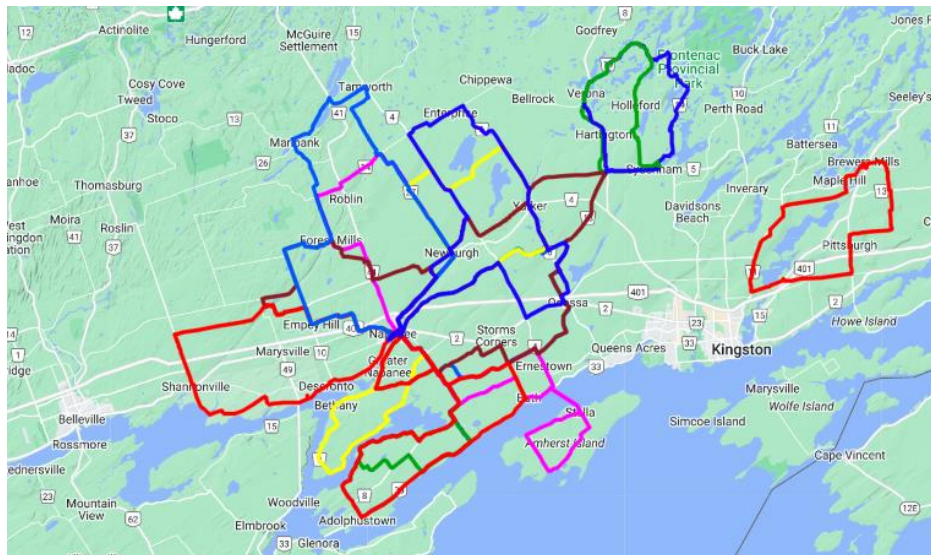


Fox Motor Inn, Napanee

Photo credit: Fox Motor Inn

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Geoff and Nel provided multiple route options for each riding day. All routes, with the exception of those recommended as a diversion on the drive back to Ottawa, originate at the Fox Motor Inn. It's really great to start without having to load bikes in or on vehicles. Richard Tobin deserves credit for implementing last minute route changes and additions into the CCCTS route library. The routes are accessible in the rwgps CCCTS library with the tag "2023 Napanee H&S" or via the event calendar for September 2023.¹ These rides are possible as day outings from Ottawa or Toronto, being less than 2 ½ hour drive. But they are much more enjoyable with an overnight stay in Napanee.



Nap 1 - Hay Bay	46.1 km	+193 m
Nap 2a - Odessa Loop	61.3 km	+197 m
Nap 2b - Amherst Island	78.8 km	+212 m
Nap 3a - Shoreline (short)	69.9 km	+196 m
Nap 3b - Shoreline (long)	87.9 km	+261 m
Nap 3c - Shoreline (short alternate)	67.9 km	+248 m
Nap 4a - Forest Mills Loop	60.1 km	+313 m
Nap 4b - Marlbank - Tamworth Loop	86.8 km	+467 m
Nap 5a - Moscow-Centreville	71.3 km	+219 m
Nap 5b - Moscow - Odessa Loop	93.0 km	+342 m
Nap 6a - Deseronto Loop (short)	64.8 km	+323 m
Nap 6b - Odessa - Harrowsmith - Newburgh	85.0 km	+251 m
Nap 6c Croydon	56.3 km	+230 m
Nap 7a - Sydenham Loop	45.0 km	+133 m
Nap 7b - Kingston Mills - Upper Brewers	54.3 km	+202 m
Nap 7c Sydenham - Verona loop	44.1 km	+134 m

2023 Napanee Hub and Spoke Ride with GPS Routes

Source credit: Ride with GPS

¹ https://ridewithgps.com/clubs/1903-cross-canada-cycle-tour-society/routes?tag_names=2023%20Napanee%20H%26S

Sunday September 17th

Pretty well everyone arrived early at the Fox Motor Inn on Sunday for a 1:00 pm ride. Good thing everyone was cycle-dressed and ready to go; the motel was busy cleaning rooms and getting everything ready for our CCCTS mob so we were unable to check-in early.

This 46 kilometer familiarization ride introduced us to the road and terrain features of the area. As we would later find out, almost every ride starts with a gentle downhill to downtown, a right turn to cross the Napanee River followed by a steep uphill to a traffic light at the junction with River Road. This traffic light became the bane of the sweep who would get caught by the yellow light and become abandoned by the group. This particular ride, turned right onto River Road which follows the Napanee River as it slowly widens into the Bay of Quinte. The road yields some surprise hills as it climbs the 50 m height of land on this peninsula. The route continues to loop around as it follows the north shore of Hay Bay. Finally, the ride cuts across the peninsula following Little Creek. This creek has a weird soupy green colour which some speculated was the impact of farm effluent; definitely not swimming territory. County Road 8 takes us back to Napanee but not without climbing over the watershed height of land and down the hill past the golf course to be stopped by that darned traffic light, and again at the light on Dundas Street. Stopping at this last light wasn't so bad for everyone, actually it was really good for Dave. His sharp eyes spotted a crisp \$10 bill on the roadway and the stop allowed him the time to retrieve it. For some unexplainable reason, he failed to share it.

Happy hour, the happiest hour of the day, let everyone indulge in unhealthy as well as some healthy snacks while socializing and (maybe) listening to briefings for tomorrow's rides. Afterwards some of the group made their way to Santorini Mediterranean Grill for dinner, others elsewhere, and several availed themselves of the BBQ and picnic tables at the Fox Motor Inn for self-catered dining.



Napanee River

Photo credit: Tim Musclow

Monday September 18th

Monday dawned grey and threatening to rain. Being the first day, no one was going to let the risk of rain interfere with riding. Today's routes would show us the countryside north of the town. The longer-wheelers would head as far north as Tamworth whereas the scenic tourers would explore Lonsdale and Kingsford a bit to the west.

Minor precipitation struck Geoff's group as it approached Lonsdale. The other two groups (Linda's speedsters, and Dave's short-cutters) serendipitously avoided the shower by bypassing Lonsdale. In reality, Geoff's group missed Lonsdale. In a short distance, the road turns and drops down to cross the Salmon River, the island, the river again, and then climbs the 8+ percent bank on the other side. No one stopped to admire the 1840 grist and flour mill, the dam, or anything in Lonsdale. Once up the hill, this route follows the course of the Salmon River down on a more reasonable grade. We all zoomed past the Kingsford Conservation Area. Based on the shallowness of the Salmon River here, and the absence of steep banks, this must be the ford used by the King. The author has been unsuccessful in determining the origin of Kingsford. Although a firepit is evident at the conservation area, there is no charcoal factory in the area; and if a King was involved at the time of the community's naming, he was travelling by horse not F150 truck². The community of Kingsford really isn't; it's a few houses and buildings where the Deseronto Road dips rather steeply down to cross the Salmon River. Maybe the ford really was here, now replaced by a bridge, but it would have been (still is) a slog up the hill on either side. Farming is poor here as reported by the name on the farm on the river's shore.³



Rock 'N' Roll Farm on Salmon River, Kingsford ON

Photo credit: Tim Musclow

² Trivia for the day. Kingsford charcoal was started by Henry Ford using waste from the sawmill used to supply wood for his cars. Originally marketed as Ford's charcoal, it was renamed Kingsford in recognition of Edward Kingsford who helped Ford procure the timber lot. Now, Kingsford uses over 1 million tons of waste each year producing those ubiquitous briquettes.

³ This farm is not where Avril Lavigne lived in Napanee. And she's not famous for her rock & roll songs.



Geoff thinks that he knows how to get out of Kingsford

Photo credit: Tim Musclow

Dave and Geoff's groups converged at lunch time at Forest Mills Falls⁴. We met the owner who 5 years ago purchased the old mill and restored it as a house. He named it Kathy's Grist Mill in recognition of his wife who was from the area and visited the mill as a child. The place abounds with metal artwork worthy of a museum. He graciously invited us to picnic on his yard on the bank of the Salmon River below the falls.

Linda's speedy group viewed Forest Mills Falls long before their lunch stop. By lunch time they had enjoyed brief views of White Lake (formerly Inglesby Lake) and Beaver Lake before resting for an hour in Tamsworth at the Black Cat Café in the Tamsworth Hotel.



Linda's group on the bridge over Forest Mills Falls

Photo credit: Linda Graupner

⁴ This is Forest Mills Falls. Many think that it is Butternut Falls; but on Canadian topographical maps, Butternut Falls is a kilometer down stream.



Cyclists Lunching in Single File

Photo credit: Richard Tobin



Sculpture reflecting Kathy's youth



Features on the gate

Photo credit: Tim Musclow



Kathy's Grist Mill, Forest Mills

Photo credit: Tim Musclow



Forest Mills Falls on Salmon River

Photo credit: Tim Musclow

True to every CCCTS ride, lunch is followed by a sizeable uphill. The short ride climbs up over the watershed height of land between the Salmon and Napanee rivers. The one and only dog encounter occurred just after the top. The lead flushed the dog from its yard giving him ample time to size up Tim-the-sweep. After Tim's slow-speed maneuverers and shouting with questionable vocabular, the dog decided that there was too much fat in that meal, so he abandoned the chase. We cross the Napanee River at Strathcona, the site of the Strathcona Paper Company⁵ which started in 1873. It is Canada's largest manufacturer of coated recycled paperboard (CRB) which you encounter every day as cardboard food packaging especially at Costco⁶.

The Newburgh Road brings us back into Napanee. Geoff's group disintegrated as we entered the town; too many missed the instruction to huddle at the next turn. Thus, they missed the option for a detour to the Napanee Beer Company. By the time we got to downtown, most of the group stopped following the prescribed route and (somehow) made it back to the motel. Geoff was so distraught having lost all but one of his group, that Tim had to console him by leading him to the Napanee Beer Company. This was a fortuitous detour: It introduced us to a beverage that became enjoyed by many later in the week, and the owner gave us the lowdown on the best pizza in town. As we swilled our beverage, we observed the dark clouds to the east, checked the weather radar, and hoped that Linda's group would make it to the hotel to have a shower.

Fortunately, the storm's timing was excellent. It absolutely poured after everyone was safely resting at the hotel, and before happy hour. It even treated us with a full rainbow.



Scoping out The Napanee Beer Company

Photo credit: Tim Musclow

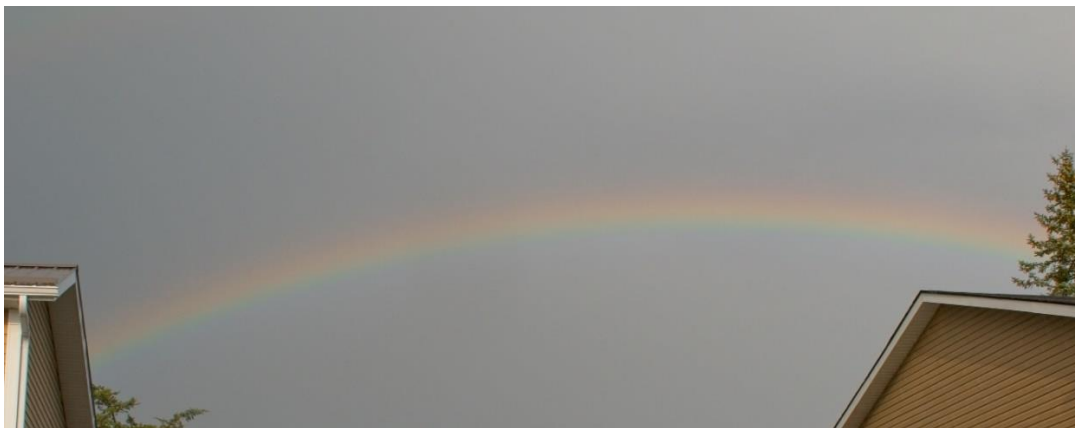


Enjoying the not-so-heated 73°F pool

Photo credit: Susan Johnson

⁵ Now owned by One PaperWorks.

⁶ The packaging is cardboard, not the food, at least most of the time.



A September Downpour

Photo credit: Tim Musclow

Tuesday September 19th

Yesterday's storm brought cooler temperatures and a brisk northwest wind. Today's adventures explore the south shore of Hay Bay and the northeast shore of Lake Ontario. This is Loyalist country with several interesting sites. The three different groups experienced these via slightly different routes.

Of course, the ride starts with a coast to downtown, down and across the Napanee River, and up the hill to be stopped by the traffic light. The longer route detoured along the Napanee River before cutting over the height of land to join the main road south. Since it was down grade and down wind, no one stopped to admire the alpacas at the Hickory Lane farm. All good things come to an end as the route turned into the wind.

As we slogged along the south shore of Hay Bay, the white swans chuckled as they smartly sheltered in a cove out of the wind. Nel's group splintered as the front riders neglected to check their mirrors for those who had to stop for minor clothing and bicycle issues. The breakout group was reeled in when everyone stopped at the historic Old Hay Bay Church⁷. Thank goodness that group sizes are not restricted for health reasons. All three groups of riders converged at the church.

Everyone enjoyed the visit to the Old Hay Bay Church. It was built in 1792 as Upper Canada's first Methodist chapel and enlarged in 1834-35. In 1957, it was designated as an Ontario historic site. It is still used for services by The United Church of Canada. We were able to explore the interior and the site including port-a-potties and the cemetery across the road.⁸

Soon after departing from the church, the routes turn onto the Loyalist Parkway, aka highway 33. This road is part of the Great Lakes Waterfront Trail⁹ and is not busy since the highway is discontinuous at the Glenora ferry. Some cyclists stopped to lunch and sample at the Bergeron Estate Winery and Cider Co. Others were hell-bent on getting to The Lodge Coffee House in Bath before closing time. However, there were a few distractions enroute. The first stop, was at the Loyalist Trading Co, famous for goats on its roof. It is not known if anyone paid 25¢ to hoist feed up on the bicycle wheel contraption. Out front there is an 8 ft beer sporting a broken leg. No one stopped for lunch because the picnic tables were occupied.

⁷ They need to add some punctuation to the name of this church.
Is the hay old, or is the bay old, or just the church?

⁸ The port-a-potties were beside the church not across the road between the tombstones.

⁹ The waterfront trail currently follows the Great Lakes from Sault Ste Marie to the Ontario-Quebec border on the St. Lawrence River. www.waterfronttrail.org .



Old Hay Bay Church
Photo credit: Tim Musclow



Wisdom from Gord
Photo credit: Tim Musclow



Cyclists welcome, but ...
Photo credit: Linda Graupner



Attractions at Loyalist Trading Co.

Photo credit: Tim Musclow



Is there food in that helmet?

Photo credit: Richard Tobin

The day's excitement was far from done. We got to enjoy navigating one-way traffic on the highway as it was closed to accommodate shoreline enhancement and repair. Rather than hold the traffic for us, the flag lady directed us to right of the traffic cones with instructions "to go around the equipment". She failed to tell us what to do when "the equipment" was a 40 ton dump truck moving towards us at 20 kph with car traffic on the other side of the cones.

Nel's group barrowed on, past the OPG's Lennex generating plant to arrive at The Lodge Coffee House just before closing time. Unbeknownst to most of us, Nancy, who due to her broken wrist was not riding, was waiting at the coffee shop and had informed them of an incoming mob of cyclists so they were prepared for our onslaught. Many enjoyed a late lunch and coffee with specialities such as A.B.C.¹⁰ sandwich, and G.O.A.T. ice cream sandwich¹¹.



Late Lunch at The Lodge Coffee House's backyard

Photo credit: Tim Musclow

As expected, it was uphill and against the wind after lunch. Quiet roads but still not without excitement. At a level railway crossing, half of the group got across before the signals started. One cyclist, who shall remain unnamed, weaved through the barrier gates as they dropped. This RR crossing is a double tracked section of CN's mainline between Toronto and Montreal. This time it was a VIA passenger train, so our delay was short. Tom, who left the Coffee House early to get a head start on the group was able to have a sleep as a freight train rumbled by at this crossing.



Train 67 Montreal to Toronto

Photo credit: Tim Musclow

¹⁰ A.B.C = Apple, Brie, Chicken.

¹¹ Goat's milk chocolate ice cream between two Greatest of All Time (G.O.A.T.) cookies.

Happy hour was short since everyone was headed as two separate groups to The Waterfront River Pub and Terrace for dinner. All kinds of delicious meals were consumed: salmon, fish & chips, chicken, ribs, schnitzel etc. The upstairs group was served by “G”, who happens to be the Brazilian drag queen sensation, Oktavia.¹²



Upstairs

Photo credit: Tim Musclow



Downstairs

Photo credit: Tim Musclow

¹² In today's economy, even a queen needs a second job.



Oktavia at her day job

Photo credit: Tim Musclow

Wednesday September 20th

The day dawned cool at 4°C but the sun was expected to warm to a beautiful day. As usual, crowds gather at the picnic table as Tim and Linda cook their bacon, eggs, and French-press coffee.

Today is Wednesday, THE day¹³ that curds are made at the Wilton Cheese Factory, in Wilton which is really just a few buildings in a rural section of Loyalist Township. So, all routes must stop there. But that's not all of the day's excitement.

Since the plan was for lunch at the cheese factory, the day's routes head south of town before heading east and north. That means, yet another day dealing with that traffic signal and the following uphill. And of course, the sweep got caught behind the red light.

¹³ Not really the only day, just THE only day in Nel's plan. Fresh curds are available Monday, Wednesday, and Friday. The staff starts making the cheese at 2:00am so that curds are available at 8:30 am.



Typical morning gathering as Linda & Tim cook breakfast

Photo credit: Linda Graupner



No tight drafting on this downhill run

Photo credit: Tim Musclow

Our timing was perfect to once again be stopped at a railway crossing. Since delivery of T-shirts and trinkets from China is most urgent, VIA passengers get to enjoy the local views while the VIA train is sidetracked. VIA train 61 gets its stop just north of our level crossing at Big Creek Road. Sadly, the control mechanisms for the signals and barriers cannot account for different speeds. So we wait and wait as the VIA train slowly approaches the crossing. We do, though, get the benefit of a much longer time to wave.



Waiting and waiting and waiting

Photo credit: Tim Musclow



Train is stopping because we waved?

Photo credit: Linda Graupner

Once the barriers are up, we continue on our way to the next road block. Seems our scheduled passing on Millhaven Road coincided with the pulverizing of existing asphalt and addition of a granular material on a 4 km stretch of said roadway. We were too early to experience the intended finished product with paved shoulders. After 150 m of dodging trucks and cycling on loose gravel, it was obvious that mutiny was inevitable if the leaders forged forward. With advice from the flag person, we backtracked $\frac{3}{4}$ km then rode further north to reach a gravel road that bypassed the construction. Serendipitously, Dave's group was just arriving at the detour junction so he missed the opportunity to command the HMS Bounty.

Before reaching the Wilton Cheese Factory, another detour was in order: A visit to the Babcock Mill in Odessa. This was off the prescribed ride-with-gps routes so everybody's navigation device complained¹⁴.

The Babcock Mill¹⁵ is an Ontario heritage site. The mill was constructed in 1856 for Phillip and John Booth¹⁶. In 1907 John Babcock acquired the mill for production of his baskets. In 1922, he added a generator and starting in 1923 provided electricity to businesses and residences in Odessa. The concrete dam was added in 1926. Looking at the waterflow today, it's hard to believe that this site could drive a 30 inch turbine to power the mill and the generator.

All three groups milled around at the mill, taking in the scenery, enjoying a snack, and taking advantage of the port-a-potties.

¹⁴ Nobody was using paper maps, except maybe Tim with his printout of the cues.

¹⁵ Officially the Booth-Babcock Mill.

¹⁶ No, not John Wilkes Booth, Lincoln's assassin.



Booth-Babcock Mill on Millhaven Creek

Photo credit: Tim Musclow



Photo credit: Marion Cousins



Photo credit: Tim Musclow

Milling around in Babcock Mill Park

A good 7.5 km ride with an exciting dip to cross Wilton Creek brings us to the day's main destination: Wilton Cheese Factory. They have been making cheese here since 1867.¹⁷ We lunched and sampled the factory's produce in the driveway or sitting on the stone wall¹⁸. No one bought any of the 10 pound bags curds from this morning's production.

¹⁷ Not that long for today's batch. What 156 year old cheese would task like? Blue?

¹⁸ It's a cheese factory with a storefront, not a restaurant like St-Albert's. And no public washrooms.



Lunching & Resting at the Wilton Cheese Factory

Photo credit: Tim Musclow

From Wilton, the main crowd took a reasonably direct route back to Napanee, whereas a smaller small group headed further on to Harrowsmith¹⁹, returning via Yarker, and Newburgh. This group was displeased with the rather aggressive overtaking style of several drivers. They were glad to get off of the county road in Harrowsmith. From there, it was over the watershed divide to the Napanee River at Colebrook, then a 10% grade out of Yarker to follow a ridge to Newburgh. There, everyone needed an ice cream and sweets break at Abrams Bakery.

This small group split up upon entering Napanee: Some returned directly to the hotel, whereas others went with Linda to scope out Paul's Pizzeria as supplier for tomorrow's feeding frenzy. This altruistic act might have had something to do with Paul's location next to the Napanee Beer Company.



Ice cream and sweets at the Abrams Bakery²⁰

Photo credit: Tim Musclow



Supporting the Local Small Businesses

Photo credit: Tim Musclow

¹⁹ Harrowsmith Country Life magazine isn't from Harrowsmith. It started in Camden East (between Yarker and Newburgh), and is now published out of Ancaster (Hamilton).

²⁰ The cinnamon buns are not quite as big as advertised in the window 😊.

Thursday September 21th

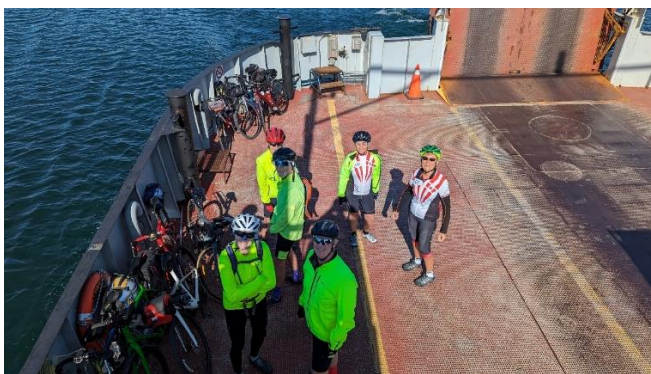
Today, Nel sprinted her group as if they had a plane to catch. Not quite a plane, but nonetheless a transport vehicle that would not wait for some measly cyclists. The plan was to catch the 10:30 am ferry from Millhaven (Bath) to Amherst Island. The other groups were to follow the same route without the tour of Amherst Island.

You know the story now, the coast to downtown, the dip to cross the Napanee River, and the traffic light. Tim and Tom left behind. Same old, same old story. And as usual, the route would have to cross the railway tracks²¹ and our history says we have to wait. As we ride, we hear the whistle from a freight train as it signals at a crossing nearby. We hasten on, like we're driving a Plymouth Valiant to out duel a tanker truck.²² We zip across McIntyre crossing unscathed (even the previously unnamed guilty risk taker cyclist), and without sighting any tanker cars or other railway vehicles. Arriving at the ferry terminal 15 minutes early, there was time to explore the dock and the facilities.²³



Some have serious discussions while others just wait for the ferry

Photo credit: Tim Musclow



Smooth sailing on the MV Frontenac II

Photo credit: Rick Cousins

Photo credit: Linda Graupner

²¹ We have to cross twice, which means there was a route that didn't. Second crossing was an overpass, though.

²² A sorry reference to a favourite Steven Spielberg 1971 movie, starring Dennis Weaver.

²³ Fancy indoor type; nothing like whatever is at the Cumberland-Masson Ottawa River crossing.

Amherst Island is 20 km by 7 km with an area of 66 square kilometers, and has about 60 km of roads most of which are gravel. With a permanent population of 450, the traffic was easy to deal with even though the only truck on the road has to pass us as we climb a small hill. The beaches are popular in the summer including one on private property where access is given up until Labour Day. The island is believed to have Canada's largest concentration of Irish dry stone walls. A 2015 festival brought wallers²⁴ and stone carvers to build legacy walls. We were too early, in the day and the week, to see the autumn equinox sun shine through the ocular of the Celtic cross illuminating the Claddagh.



Take the Whole Road

Photo credit: Linda Graupner

Photo credit: Marion Cousins



Walled In

Photo credit: Linda Graupner



Celtic Cross

Photo credit: Tim Musclow

²⁴ Yes it is a profession, not to be confused with whalers or wailers.

Everyone snacked or ate their lunch while waiting for the return ferry. Once on the other side, Nel et al raced off towards the Lodge Coffee House, once again leaving Tim and Tom in the dust. Others decided to explore other treats in town. Marion figured she took a bath in Bath by paying \$2.50 for a baby sized ice-cream cone.²⁵ Another ice cream purveyor attempted to explain to her the difficult economics of operating such a business late in the tourist season.

The today's route back to Napanee from Bath fortuitously passes right by MacKinnon Brothers Brewery, and for some it was necessary to stop. Those on the shorter routes did not consume all available product for which we are grateful.



The Photo to Show UK Relatives that Bath is Better in Ontario

Photo credit: Susan Johnson



MacKinnon Brothers Brewery, the New Brew House

Photo credit: Tim Musclow

²⁵ She'll have a heart attack if she ever visits Tickleberry's in Okanagan Falls, BC; excellent ice cream, but \$9 for a single cone.

The day finished with the Happy Hour to challenge all happy hours: Pizza and beverages for all.²⁶



Cannot Believe They Ate All That Pizza

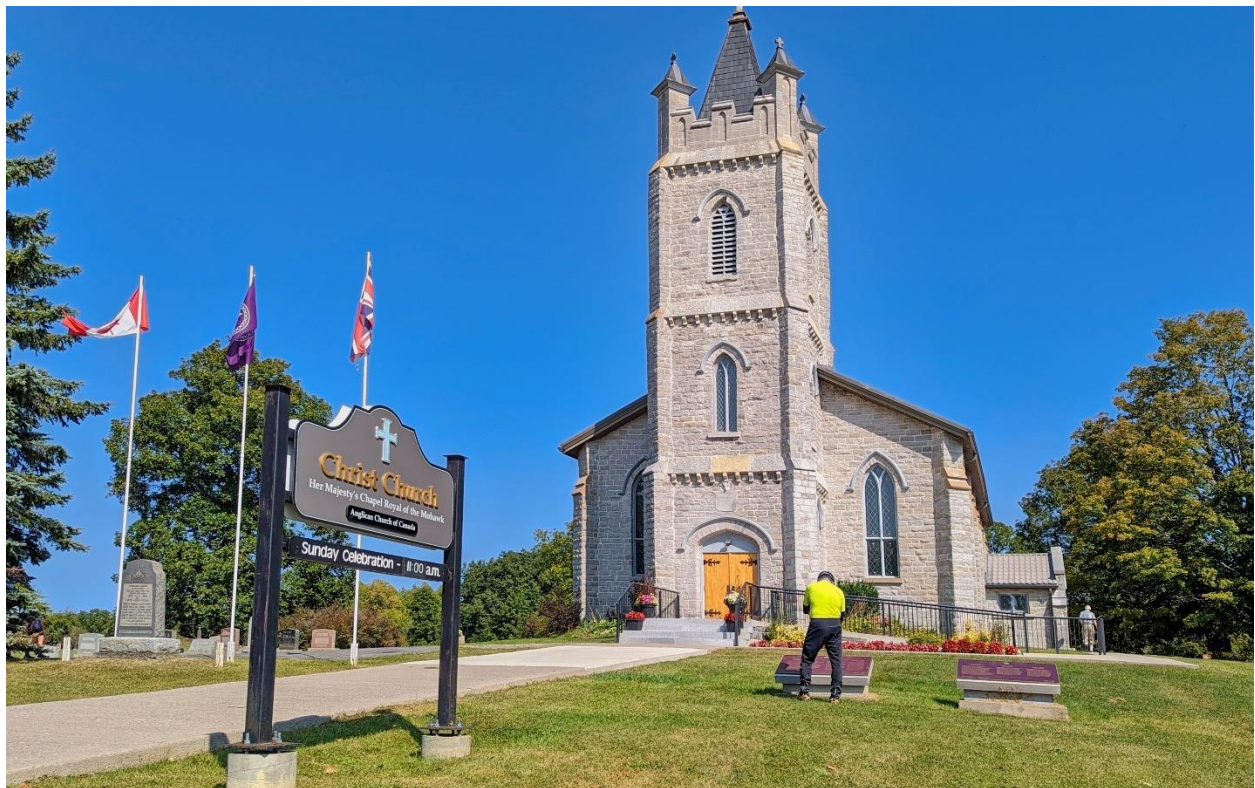
Photo credit: Tim Musclow

²⁶ Fruit of the reconnaissance activities earlier in the week and the generosity of the group leaders.

Friday September 22th

Different routes in different directions today. Linda took the speedster group north to Centreville, Moscow, Yarker, and Odessa. Nobody wanted to join Nel to Croydon. So she, against her better judgement, joined Geoff and Dave's main group for the Shannonville-Deseronto route. Tim took the shorter Moscow-Yarker loop.

Linda's group speed along as usual with no incidents. The main group got the unpleasant experience of very fresh chip-and-seal road work. The fresh tar stuck to Marg's tire which then picked up the loose crushed stone. With no clearance between her tire and the frame, she ground to a halt. After several minutes of scraping and uttering unprintable words, she was able to continue, with additional de-tarring required back at the hotel. Tim, worried about having insufficient liquids, was astonished to discover the Lucky Dollar store in Yarker. He said he didn't know what they didn't have.



Christ Church, Deseronto

Photo credit: Rick Cousins



Fields near Switzerville

Photo credit: Tim Musclow



\$6.05 in Yarker

Photo credit: Tim Musclow



Moscow, Ontario

Saturday September 23th

We all depart the Fox Motor Inn with happy memories of yet another enjoyable Hub and Spoke.

Several parties plan on experiencing yet another cycle in this area. Some adventure north of Sydenham on two separate routes, others explore Kingston Mills and Brewers Mills locks, and Peter revisits roads of his youth.

Everyone arrives safely home with new and renewed friendships.



Hub & Spoke Participants

Photo credit: Linda Graupner