**Travel on the Ohio and Erie Canal from Cleveland to Akron**

**Context:** This nostalgic description of an imagined trip from Cleveland to Akron along the Ohio and Erie Canal was written by Fred Bishop for publication as an article in the local Brecksville, Ohio newspaper, the Grist-Mill, in 1948. The Bishop family are connected to the Waterman family and have lived in Peninsula for generations. The description conveys a sense of people, places and activities encountered along the way- as well as the timing of the trip. Peninsula is a focus, and the account shows how focused the town was on the canal… as well as how its economic geography ran north and south along the canal. As this account is set somewhat later than 1864, the Waterman boat yard is not named and Boodey store has been taken over by new management (either Broughton or Cole)

**Questions:**

1. What canal features are named in this account of a trip along the canal?

2. What social activities help Canal Boat crews pass their time along the way?

3. What businesses are noted along the canal, and what type of business was established at several of the named locks?

4. How is Peninsula described (between Feeder Lock and Deep Lock)?

5. What is the travel time from Cleveland to Peninsula and from Peninsula to Akron?

6. What are your questions?

**“ Suppose we follow a loaded boat on its voyage over the Ohio Canal System… Leaving Cleveland around noon and locking from the river back into the canal the craft will be towed by a tandem-hitched three-mule team because it lies low in the water and is proceeding against the current. Near 6pm it will reach Eight-mile Lock and a couple of hours later will be steering through Goose Lake, as that level below the present Jaite Mill used to be called. (A canal “ level” was the stretch of water between two locks.) By late evening the boat captain may exchange jokes with Hank Monroe at his store by Boston Lock or with the Hall boys at their emporium a few rods further upstream, and shortly thereafter he will pass the old Conger and Jackson brick yard on the east bank of the canal. Around the next curve the boat will enter Stumpy Basin, keep along the towpath side of it and reach Lonesome Lock. Hailing the lock tender from his log house nearby we will lock through and proceed around the foot of Pinnacle Hill to Feeder Lock by the dam. A quarter mile further our craft will pull abreast of the Johnson and Bouton dry-dock and Bronson Brickyard and enter Peninsula- or Aqueduct-Lock (Where Dan Peck and Andrew Stuart kept store in turn) about midnight.**

**Continuing southward we will pass the Broughton and Cole stores by Main St. bridge, the saw mills and boat yards, skirt below the stone quarries on the hill and enter Johnnycake Level through Deep Lock. Within the next mile we will reach a “winding place” (a broadening of the canal win which a boat ma turn around), slip silently by the McClure Boat Yard, and come eventually to Johnnycake Lock beside which Alanson Swan and his successors had stores for so many years. Pressing steadily onward, the vessel should be climbing the hill through the 20 locks to Akron, and reach that port by early daylight.**

**Perchance our cargo is destined for some port in eastern Ohio, or even the Pittsburgh district.**

**If, however, the boat continues down-state it will leave Akron through Summit Lake at the top of the divide and thenceforth travel with a favoring current for many miles…”**

**Source**: Early Days in Peninsula Ohio, A Collection of Fifty-Three Articles by Fred Waterman Bishop

Edited by Robert P and Jeannette K Bishop, Peninsula, Summit County Ohio, Copywrite Robert P and Jeanette K Bishop 2000

Article: “Peninsula Men Served as Lock Tenders For Ohio Canal System in Early Days”

Published in Grist Mill, June 25, 1948