Clues Continued...

Our boat had three cabins (aft, mid, and fore)
And two mule teams (one aboard and one ashore).
Working and resting in six-hour shifts, teams took turns.
The captain and his family made a tiny home at the stern.

So now it's my team's turn to ride and eat hay,
And your time to turn around and be on your way.
Go north to the Heritage Park, in due measure.
But on your way back, search for a box of treasure.

Return to the dry dock and stop before the bridge.
Turn to your "haw" and face the back ridge.
Whoa! Before galloping off in this direction,
You need to perform a quick site inspection.

Cast your eyes around and find "Rudy's Rest."
This landmark is the starting point for a final test.
Remember the plank count? Pray for no mistakes!
The answer is the number of giant steps to take.

On your "haw" find a box built for small furry critters
That eat lots of insects, but give some the shivers.
When no one is looking, lift up the box lid.
Down inside, a container with the stamp is hid.

The treasure is only for those who quest.
Help keep the box secret from all the rest.
The stamp inside proves you played the game.
Print your own stamp in the log or sign your name.

Put everything back, sealing box and bag up tight.
Tuck the little box into the big box, out of sight.
Enjoy your stroll back to Heritage Park.
Thank you for questing in the County of Stark!

This quest was created by Mary Hultman, a naturalist for Stark Parks.

How to Quest

Quest clues and maps—created by teachers, volunteers, and/or park staff—will help you discover the natural and cultural gems of the Ohio & Erie Canalway. At the end of each quest is a hidden treasure box. Sign your name in the logbook, stamp this page, and return the box to its hiding place.

STAMP HERE

The questing season runs from April 15 through November 15.

Notice a problem or have suggestions for improving this quest? Contact Mary Hultman at 330-409-8096 or mhultman@starkparks.com.

About This Program

I'm Arrye Rosser, interpretive and education specialist at Cuyahoga Valley National Park. I'd like to thank everyone who helped fulfill my dream of bringing questing to Ohio. This project was made possible by the generous support of a 2010 Parks as Classrooms grant from the National Park Service and is a partnership between many organizations.

So far, more than 70 teachers, volunteers, and park staff have been involved in writing and field testing our initial series of Canalway Quests. Our plan is to create many more in the years ahead. If you would like to volunteer, contact me at 440-546-5992 or arrye_rosser@nps.gov.

Special thanks to Emily Bryant and Steven Glazer.

The Ohio & Erie Canalway celebrates the rails, trails, landscapes, towns, and sites that grew up along the first 110 miles of the canal that helped Ohio and our nation grow.

For more information and to get copies of other quests, visit www.nps.gov/cuva and search for keyword "questing."

OHIO & ERIE CANALWAY

Dan and Prince take a break. ©ARRYE ROSSER

Canalway Quest

A Canal Mule's Quest

Take an easy stroll, exploring canal history from a mule's perspective.

Planning Ahead

This treasure hunt takes about 60 minutes and is wheelchair accessible. Most surfaces are relatively firm and level. Walking shoes, drinking water, and insect repellent are recommended. You will need a pen or pencil to sign the logbook. Some people prefer using their own signature stamp and ink pad or marker.

To extend your visit with a canal boat ride, call the Canalway Center at 330-854-6835 or visit www.cityofcanalfulton-oh.gov for details.

Getting There

Start your quest at the gate in the southeast corner of the parking lot between St. Helena Heritage Park, 125 Tuscarawas Street (Route 93), Canal Fulton, Ohio 44614 and the Canalway Center.

Clues

My name is Mose and I'm the ghost of a mule.
Long ago, a canal cargo boat I did pull.
I walked the towpath in a tandem hitch.
The freighter I towed floated down in a ditch.

This ditch I followed has a long name
That once had considerable fame.
The Ohio & Erie Canal was an important sliver
Connecting Cleveland to the Ohio River.

Before it was built through land so fertile,
Ohio's frontier farmers faced a major hurdle.
They had abundant crops and taxes to pay,
But no cash customers to keep creditors at bay.

When the canal was completed, goods could go
From New York to New Orleans through Ohio.
I hauled away farm crops, lumber, coal, and ore,
Returning with manufactured goods—but tired and sore.

Now begin in the parking lot by facing north.
With a park on the right, through the yellow gate go forth.
For those who are able, climb the slope ahead to the top.*
Find the water on the far side and be sure to stop.

*Others can view the canal from the Canalway Center (left).

The old canal prism is now what you face.
Is the passenger boat St. Helena III in place?
Pulled by two Percheron horses, Dan and Prince—
Distant cousins of mine, but with larger hoofprints.

Now turn to your "gee" (right), heading south.
It's 308 miles between Cleveland and Portsmouth.
This long journey took my team about four days.
Too much hard work and not enough hay!

As you stroll along, keep your eyes to the ground.
Look for horses' hoofprints, big and round.
When Prince and Dan pull, they walk side by side.
My team was harnessed single file, our hitch less wide.

For on this towpath, in the canal's heyday,
Many mule teams had to pass both ways.
Our handlers, the hoggees, cajoled and wrangled
To prevent our towropes and reins getting tangled.

See the pedestrian span that leads into town?
Ever heard the words, "Low bridge, everybody down"?
Did the words of this old canal song make you wonder?
They warned roof-riding passengers cruising under.

Falling into the canal water could make you sick.
Malaria was rampant and the mosquitoes were thick.
Jiggers of whiskey were part of canal workers' pay,
To ease their sore muscles and keep illness at bay.

Past the flood plains and playing fields on your right,
A plain, tan-colored building now comes into sight.
McLaughlin's Dry Dock is a garage for boats.
Workers build or fix them, so they stay afloat.

The footbridge in front can be moved for a reason—
To allow the St. Helena III to escape the coldest season.
Under pressure from canal ice, her hull would crack,
So she's floated inside and then cradled on racks.

Count each plank on one side of the footbridge, including the thin ones.

Write your answer here: _____ _____ .

The canal prism is 40 feet wide and four feet deep.
The sides of the prism are clay-lined and steep.
The clearing and digging were all done by hand
By immigrant workers, many from Ireland.

Scots and Germans helped built the canal, too—
Some skilled stonemasons and boat-building crews.
Read the sign on the post by the Towpath Trail;
It tells of the dry dock and McLaughlins in detail.

Turn "haw" (left) and giddy-up down the trail.
If it starts to get buggy, just switch your tail.
On your "gee" (right), is the Tuscarawas flowing?
Notice the river's current. Which way is it going?

The canal and a road are on one side of the river.
A sound on the other side gave canawlers a shiver.
The whistles of trains coming 'round the bend
Heralded faster transportation—the Canal Era's end.

Keep trotting south, but do not too fast!
The four-mile-per-hour limit shouldn't be surpassed.
It kept boats from crashing, reduced verbal explosions,
And protected the canal banks from erosion.

Ahead a bit more, see how the canal starts to widen.
It's a basin for boats to dock or turn 'round in.
Soon you'll be ready to turn around, too,
Just one more bend left to find the next view.

Find a small brick building where the canal is gated.
This is a lock to lower boats—or make them elevated.
It's the fourth lock south of Akron, where the continental divide
Sends water north or south, depending on the summit's side.

Lock 4 was the site of a small canal town named Fenelon.
It boasted a four-story gristmill built by James Duncan.
'Twas a good place for weary travelers to get off and shop,
Or to rest while their boats negotiated the lock.

Just one boat at a time through the lock could traverse,
Which often led to fighting over who arrived first.
The hoggees would battle to settle the case
By jousting with steering poles on top of the gates.