DOUBLE NINE



Quarterly Magazine of

THE POCKLINGTON CANAL AMENITY SOCIETY



December 1973

No. 20

The Pocklington Canal Amenity Society



Registered Charity 500637

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199! Editor

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EDITORIAL COMMENT

DEEP WATER TO THORNTON

As you will remember, BW's monster Priestman Mustang 220 had just started dredging above Cottingwith Lock as we printed the last issue of "99". We are now pleased to report deep water for five and a quarter miles right up to Thornton Lock. Rumour has it that - provided there are no urgent calls from "forrin parts" - the above-mentioned machine is to proceed to Coats Lock and work gently back down the towpath. Which is infinitely better than a weed boat!

WORKING PARTY ACTIVITIES

Working Party activities are also looming large for the New Year, starting with the removal of the old swing bridge from over Gardham Lock, followed by grading of towpath banks, preparation of seedbeds and re-sowing with suitable seed, thus beating inflation wherever we can.

THE COUNCILS' CONTRIBUTIONS - PRESENT AND FUTURE.

Much of this splendid progress has undoubtedly been made possible by the East Riding County Council's grant of £12,000 and we look forward to continuity in this respect.

We are glad to know that a number of staunch friends and supporters of this Society will be taking up their seats



on the new Humberside Council and on the North Wolds Council, where they will be in a position to carry on the good work they have already initiated on the old East Riding County Council and on the smaller but equally valued Pocklington Rural District Council.

PCAS PROGRESS TO DATE

For the benefit of many newcomers on the scene a short resume of the Society's first five years' work may be of interest here:

- 1969 Society formally constituted
 - Survey of Canal conducted by our Honorary Consulting Engineer, Dr. C.T.G. Boucher, Ph. D., M. Sc., C. Eng., M.I. Struct. E.
 - Derwent Barrage; Lock and Fish Pass at Barmby-on-the-Marsh negotiated with the Yorkshire Ouse River Authority.
- 1970 Regular monthly Working Parties begun in close and happy co-operation with British Waterways Board. (towpath cleared, lock chambers cleaned out, brickwork repaired, channel improved, trees and bulbs planted etc.)
- 1971 Cottingwith Lock (linking with R. Derwent) was re-opened, jointly by BWB and PCAS.
 - Boat licences issued for the Canal
 - towpath stiles erected by BWB
- 1972 Negotiations between BWB, ERCC and PCAS culminate in agreement in principle to support further restoration with grant aid.
- 1973 Grant for work in 1973/4 confirmed and put in hand, starting August 30th with large-scale dredging.
 - not to mention all the funds raised and money saved (see "99" number 18, page 4) and friendships made!

FREIGHT VICTORY FOR SHEFFIELD AND SOUTH YORKSHIRE

BWB have at last been given the go-ahead for improving the 15 miles of canal between Doncaster and Rotherham, so as to take 750 ton barges to Mexborough and 400 tonners on up to Rotherham. 90 tons is the present limit. It comes after many months of patient groundwork by BW staff, culminating in written promises of 950,000 tons of traffic, some 200,000 tons in excess of the break-even figure needed. It is a tremendous boost - however long delayed.

The money for it is yet to come. May it come soon and prove the start of far greater Government confidence in the practicability of modernised waterway carrying!





CHAIRMAN'S CHRISTMAS MESSAGE

Dear Members,

Here we are now, five years on, and very much on top of our job. I think we have probably progressed from sheer enthusiasts to realists, and are now more likely to enjoy the odd impossibility rather than flap! Or are we just getting older?

This seems to have been a relatively quiet year, and yet there are many grand achievements, all mentioned elsewhere. I must thank you all for the pleasure of your company at Working Parties. Altogether a very good year. To friends old and new a very Happy Christmas and a prosperous New Year!

Eric Lount.

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GRAND UNION, LONDON, DEVELOPMENT

Another go-ahead. This time for BW to explore the viability of enlarging the lower end of the Grand Union Canal to take heavy freight right through London by water. Get rid of some of those juggernaut lorries. It certainly OUGHT to make sense!

WORKING PARTIES

Our last working parties have been spent at Storwood where we have been pruning some huge willow trees, which were growing well across the cut, preventing B.W.B's Mustang from dredging. A power saw was used to speed up the job, pruning the huge branches, most of which were like trees. Pulling the branches from the cut to be burned proved quite a tricky job, our tractor often appeared be going sideways up a rain-soaked tow-path ten feet wide.

Since our last magazine which informed you of the arrival of a thirty ton Mustang from B.W.B., another smaller one arrived and has been working on the opposite bank to 'big brother'. They have dredged from Cottingwith to just above Gardham Lock - and what a sight for sore eyes! We have now got about $4\frac{1}{2}$ miles dredged to a depth of about 6 feet. In January our work will consist of removing a fixed wooden bridge over the lock chamber of Gardham Lock and some remains of old gates, and then clearing out the lock chamber again if necessary. When this is done B.W.B. will move in to repair the lock.

Another year is coming to an end and this being our last Magazine for 1973 I would just like to take the opportunity to thank every one, and to wish you all a 'Very Merry Christmas and a Happy New Year'.

Looking forward to seeing you all in 1974!

David Duke.



MARKET WEIGHTON CANAL - PROGRESS AT SOD HOUSES

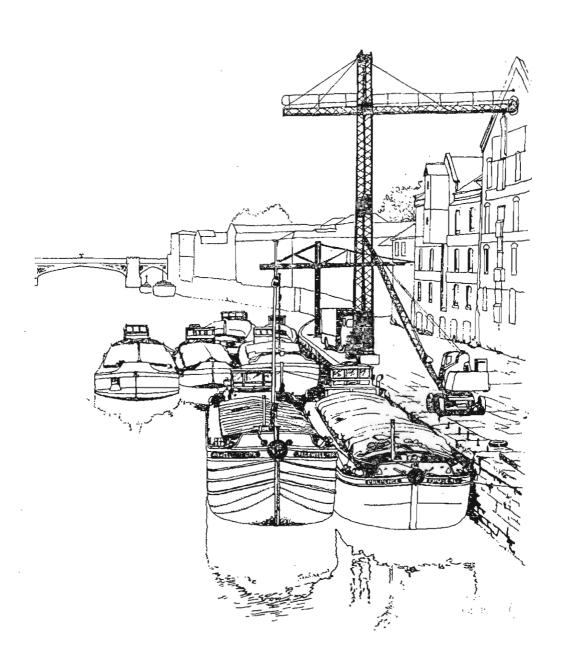
Regular monthly working parties have been held and much clearance done at Sod Houses Lock. They have had excellent publicity in the papers and elsewhere.

"99" 's NEW LOOK

We hope readers will approve our "new look" cover. Some changes seemed desirable for clarity and accuracy, but we have tried to retain the same general appearance. Our thanks to Mrs. Angela Isherwood for her help.

Editor.

BARGES ON THE OUSE AT QUEEN'S STAITHE, YORK 1973. ORIGINAL DRAWING BY CHRIS. O'KELLY.





APOLLO CANAL CRUISES

14, IVY ROAD . SHIPLEY . YORKSHIRE Tel: Shipley 52582 BD 18 4JY

CANAL AND RIVER CRUISES

DAY, HALF-DAY, AND EVENING CRUISES ABOARD PASSENGER NARROWBOATS "APOLLO" (48 seats) and "ACHILLES" (50 seats), from the following starting points:

LEEDS & LIVERPOOL CANAL: Shipley, Keighley, & Barrowford (Nr.Colne). CALDER & HEBBLE NAVIGATION: Brighouse.

SHEFFIELD & SOUTH YORKS. NAVIGATION: Mexborough and Sheffield.

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The ideal party outing for staff, school, institute, church or club!! PUBLIC TRIPS at Bank Holiday weekends, and at IWA Rallies. Further information in 1974 Brochure - now available.

ALSO: CAMPING CRUISES for up to twelve persons on Leeds & Liverpool "Short" Boats. Steerer provided. Ideal for schools, youth clubs, Scouts etc.

ALSO: CANAL TRANSPORT on Leeds & Liverpool Canal, and other Northern Waterways.





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and the Inland Waterways Association

A PEEP INTO THE PAST - EXTRACTS by M.O'KELLY from: "TWO HUMBER KEELS AND THEIR CAPTAINS 100 YEARS AGO"

by DR. J.S. TAYLOR of THORNE.

In 1955 Dr. J.S. Taylor of Thorne published a booklet called: TWO HUMBER KEELS AND THEIR CAPTAINS 10C YEARS AGO". In the Preface to the 2nd Edition the Editor says: "I have felt that, now that so many pleasure craft are plying the canals, there must also be an interest taken in the older vessels which sailed on them and the way of life of their captains and crews".

Dr. Taylor has kindly allowed us to reproduce selections from his manuscripts in "Double Nine". Numerous old keelmen agreed there were no mistakes in them. Dr. Taylor's Greatgreat-great grandfather, James Hill, was Agent for the Stainforth to Keadby Canal. James' son Isaac followed him. Isaac died in 1848 and in 1849 the South Yorkshire Railway bought out the canal altogether, Dr. Taylor tells us.

The booklet begins with mention of a letter written to Alfred, Lord Tennyson, by a friend of his, Edward Fitzgerald, in 1862, in which he spoke of the crews of the trading vessels (with which they were both familiar), and of them he selected specially for comment the crews of the billy-boys. Later on in this chapter we read:

"Edward Fitzgerald would have regretted, as have many men before his time and after it, that so many of those engaged in the canal and river trades were practically illiterate, though hard-working and honest men, and of great commercial ability — and that their children were debarred from any form of education due to their spending much time in the canal craft. As a result of this lack of education, which was by no means confined to the keelmen's families, no proper system of accounting or book-keeping was observed, and in the vast majority of cases the keelmen depended on their memories, which were very reliable and far-reaching, and their methods of reckoning were infallible. There were undoubtedly some men who preserved accounts, but these seem altogether lost to posterity.

One book has escaped the general loss of records. It is the account book of a keelman who lived at Stainforth - a small

A PEEP INTO THE PAST - continued

village then, lying between the Don and the Stainforth and Keadby Canal in part and stretching along either bank of the Canal. It was kept between the years 1854 and 1876 and seems to have discharged the function of day book, bill book, cargo register and, in some instances, a domestic account book, as well as being a record of banking transactions and rents received for two fields.

It is a small book bound in parchment with a brass clasp fitted originally, but now missing, written carefully and clearly - and, within its obvious limitations, giving a fairly adequate idea of the life of a keelman on the canals and rivers in the middle of the 19th century.

The endpapers consist of an almanack, interest tables, stamping charges and instructions for the use of the recently-established County Courts and, what was in the case of the keelman entirely unncessary, the precepts and advices to a young tradesman as laid down by Benjamin Franklin; for a more thrifty and industrious class of men never existed, nor one more distinguished for commercial integrity.

Yorkshire Derwent

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details.

The book was printed and prepared for the year 1851, when men's minds were occupied with the idea of progress and the seemingly infallible transition of civilisation to a New Era of peace and plenty, before the Crimean War showed them how vain were these hopes.

A small notebook of the same period has also survived and it gives a few details of transactions, as carefully kept as in the parchment—bound book. It is thus possible to visualise this keelman, owner of two keels, and acting as canal carrier and coal merchant, landlord and, in all, a shrewd business man.

He was determined that his two sons should receive the advantages of education and a bill has been pushed in between the pages of the account book detailing the charges of a boarding school. He records his cargoes, freights and canal dues. One wishes he had written more.

Repairs to his keels are listed in one place, and the record of purchase of chandler's stores. We may be sure his keels were trim and well preserved by tarring and painting, and that the decks were well scrubbed and cabins spotlessly clean, with polished oak and mahogany fittings and gleaming brassware, and that all was conducted in a seamanlike manner with no waste and a high degree of efficiency, even to the washing of the coal before it was stowed in the galley. At Hull the keels were no doubt under the scrutiny of sailors of large ships who would not hesitate to criticise what they considered to be the inadequate methods of landsmen".

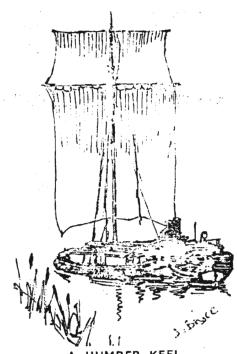
- to be continued -

HUMBER RELICS -

HAVE YOU ANY BYGONES??

Have YOU any models, photos, paintings, trading documents, construction tools, traditional songs, or ANYTHING connected with the old Humber Keels and Sloops?? If you have, please contact us. There is to be an Exhibition at the Ferens Art Gallery, Hull, March 16th to April 7th 1974.

Organised by the Humber Keel and Sloop Preservation
Society, Hull Museums,
Ferens Art Gallery and
Museum and Art Gallery Service
for Yorks. and Humberside.
It will later tour Yorkshire
and Lincolnshire.



A HUMBER KEEL

PCAS CANOE AND DINGHY CRUISE - SEPTEMBER 29th

Bitter wind and sluicing rain, all Friday night and all Saturday morning. Very disappointing! Several years now this event has been a sunny, Indian Summer gathering with tea and chat on the Canal bank afterwards. Not this time!

Despite the unseasonable cold, some enthusiastic young canoeists and an assortment of other small craft put out from Church Bridge in the direction of Gardham Lock, accompanied for part of the way by our stalwart supporters, Cllr. and Mrs. Scaife, making their last cruise as Chairman and Lady of our local Council before the re-organisation. Excuses would have been easy in view of Saturday's weather. It is typical of them both that they came as promised and started us off in style as usual - we are grateful to them.

The sun did shine briefly on the smart new boat the Curle's had just completed and brought with them from Sunderland for her first launching. We were pleased to see Don Brooke there, also some Hull University photographers. Later there were refreshments and films on canoeing in the comfort of Melbourne Village Hall (this was BEFORE the power cuts!).

PCAS CHRISTMAS FAIR - NOVEMBER 24th, at MELBOURNE

Lots of well-stocked stalls, attractions, tombola, an enjoyable waterway film-show with hot soup in the interval, five small girls winning the big red teddy-bear; a meeting to inaugurate our own Boat Club; and we made well over £60, about one-third of which went to the Canoe Club who had their own cake and gift stalls.

It didn't rain this year either - or snow! Just as well! All those stalls were set up, boxes and bags unpacked, by two-torch power and a few stars - presently reduced to one-torch power! (the other one had been her trusty light on night-duty for months ... And it had to pack it in now!)
We knew about the heating ban two days before, but we weren't reckoning on a light failure as well!

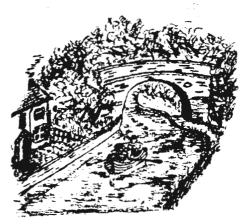
Never mind! Many thanks to you all who helped or came or cortributed, in cash or kind or bright ideas.

One of the Society's first achievements, soon after being set up in 1969, was, in co-operation with BWB, to make the Canal towpath more freely available to more people. (Our towpath - like many others - was not an automatic public right of way) We are now seeking, together, to have it put onto the Definitive Footpath Map.

Meanwhile, we are very pleased to report that the Yorkshire Naturalists' Trust, through its new full-time Field Officer, Mr. Stephen Warburton, and Mr. Patchett from Wheldrake Ings, have very kindly undertaken the main part of the work in helping us to set up one or more Nature Trails along the towpath.

More of this anon. Once the towpath is properly walkable again most of us will welcome "pointers" to items of special interest along the way, whether animal, vegetable, or even mineral. At the moment, of course, you need a pair of waders - or better still, perhaps, a pair of ice skates - to get past all that lovely mud!

P.S. We are indeed grateful to our friends from the Stratford on Avon Canal Society for some most useful, safe, inexpensive - and amusing - advice on those nettles! We have taken due note!



bg: J. COPPERTHWAITE.

EXPLORING CANALS 1974 - HOLIDAY FELLOWSHIP

For details of two holidays exploring canals, one in Devon and one based on Stratford-upon-Avon, on foot and by boat, write to: Holiday Fellowship, Fellowship House, 142 Great North Way, London, NW4.

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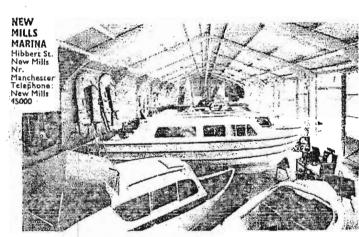
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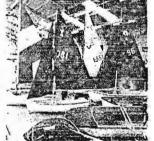
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Leeds Boat Centre. Lymm Marina, 396a, York Road, Leeds, Yorkshire. Tel: Leeds 27142 Warrington Lane, Lymm, Cheshire. Tel: Lymm 2945. The Swag Boat Centre, Barns Lane, Stubbers Green, Shelfield, Nr. Aldridge, Staffordshire. Tel: Aldridge 55448 Barbridge Marina, **Burland Wharf**, Acton, Cheshire. Nantwich. Thorne Marina, Doncaster, Barbridge, Hatfield Road, Thorne, Nr. Doncaster, Yorks. Nantwich, Cheshire, Tel: Thorne 812316. Tel: Wettenhall 682/683. Nor' West Marina, Canal Wharf, Galgate, Nr. Lancaster, Lancashire. Tel: Galgate 368 Drayton Marina, Market Drayton, Betton Road, Market Drayton, Shropshire. Tel: Market Drayton 3101/3102/2267. Shardlow Marina, Dobsons Boatvard, Shardlow, Nr. Derby, Derbyshire. Tel: Shardlow 732 Hanbury Marina. Mountsorrel Marine Centre, Droitwich. Loughborough. Hanbury Road, Drostwich 14-20 Loughborough Road, Mountsorrel, Worcestershire. Nr. Loughborough, Leicestershire. Tel: Droitwich 3002 and 4012 Tel: Rothley 2144.

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THE HUMBER PADDLE STEAMER GROUP

The work on the Humber Bridge started in 1972 and the Humber Paddle Steamer Group was formed in April 1973 following the showing of an Anglia TV film, made aboard the P.S. WINGFIELD CASTLE, at the Hull Arts Centre. Our aim was to campaign for the preservation of either the WINGFIELD CASTLE or the LINCOLN CASTLE in steam after the Humber Bridge is complete in 1976/7.



HUMBER PADDLE STEAMER GROUP

Unfortunately, shortly after our formation, the owners - British Rail - announced they would soon be replacing these coal-burning boats by diesel vessels. The first - FARRINGFORD from the Isle of Wight - is due on the Humber in January 1974 and a large car ferry could quickly follow to replace the veterans.

We are now seeking help to take one of the redundant vessels over and run educational cruises and take disabled people on short trips.

BARRY BEADLE Secretary, H.P.S.G.

YOU CAN HELP by joining the HPSG.

These majestic Ferry Boats plying between Hull and New Holland are the last coal burning steam paddle boats left in public service in Britain and perhaps in Europe. Perhaps you saw the P.S. LINCOLN CASTLE either in June or September when she visited Goole, a magnificent sight! In the near future she and her sistership the WINGFIELD CASTLE are to be withdrawn from service and unless we act now their final resting place will be the breaker's yard!

HELP to save one for Humberside by applying NOW to: BARRY BEADLE, Secretary HPSG, 40 Reynoldson Street, Newland Avenue, HULL HU5 3BH for details.



HUMBER PAGDLE STEAMER GROUP

40 REYNGLOSON STREET, NEWLAND AVENUE KINGSTON UPON HULL - TELEPHONE 403670

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POCKLINGTON CANAL CANOE CLUB

The Club has now been in formation for about four months. We had fortnightly meetings on the Canal using two slalom canoes kindly lent from Alan Dempster who taught the basics of canoeing to other members.

We had one Club outing to Aldwark Canoeing Centre at which all members present were put through a full capsize drill with a British Canoe Union instructor showing everybody how it was done. Everyone got wet from head to foot, but hot showers afterwards soon had us warm again.

Several money-raising efforts have provided us with enough funds to purchase a mould to make our own slalom canoes. The cost to members would be £15 and a weekend for making. Paddles £5 and an all-important life-jacket £8. (Cheap life-jackets are not worth the money!)

Two canoes have already been made with help from Tony Randal and have provided us with experience to make canoes that have a very professional finish.

We are looking forward to making many canoes for members and then, as soon as the warm weather comes, we will get back to the serious job of paddling them!

IAN S. ISHERWOOD.

MARKET WEIGHTON CANAL - LICENCES NOW BEING ISSUED.

The Drainage Board (also responsible for navigation) are now issuing boat licences. They cost £1.00 for all types of boat for 12 months, and give the right to use almost six miles of waterway, from the entrance lock to Sod Houses.

Although Newport Bridge is technically closed to navigation, Mr. Miles, the Secretary of the Market Weighton Canal Society, emphasises that there is plenty of headroom and no physical obstruction. Whilst there is no public slipway the licence will specify launching and landing places.

Please apply to: The Clerk, Market Weighton Drainage Board, Waterloo Buildings, Pocklington, York.

PCAS BOAT CLUB

Following a recent meeting between Society officers and BWB's Amenity Services Manager and our BWB Area Engineer, BW have promised us that they will look into the possibility of setting up a separate section for Society moorings - perhaps fifty or sixty - within the official mooring complex to be developed on the middle part of the Canal. It would have parking space and a site for a non-licensed clubhouse (licensed premises should be available nearby). Whilst BWB would provide overall plans it could be left to members to work out details and do much of the actual construction themselves, thus lessening the cost.

At the meeting held at Melbourne on November 24th, plans were discussed and an acting committee set up. Mr. W. Parker, of 6, Sefton Grove, Bradford who has already done much preparatory work for the formation of the Club, has agreed to act as Chairman for the time being. Mrs. M. O'Kelly, of 15, Chapmangate, Pocklington, is Secretary. Further information may be obtained from them.

CHANGE OF MEMBERSHIP SECRETARY

We warmly thank Richard Walton who, since early 1970, has been keeping careful membership records, sending out reminders, providing address lists and so on. This back-room work is vital albeit unseen! Richard now feels he must devote more time to other commitments and has asked to be relieved of the job of Membership Secretary.

As from January 1974 he is, therefore, handing over to Mrs. Audrey Nowell, of Park House Farm, Storwood. We know she will be an efficient successor and we are grateful to her for taking on this important task. Please give her a good start by re-newing your subs promptly! (Members should find a renewal leaflet inside the magazine).

WATERWAYS EXHIBITION AT SUNDERLAND - NOVEMBER

Thanks are due to our member Mr. Curle who did the organising and to Northern Rock Building Society (Sunderland) who generously provided two weeks' window space, for an Exhibition of pictures of the country's Waterways, including some of restoration work on Pocklington Canal. The Local Library Service also co-operated.

DIARY OF EVENTS

Jan. 5/6th

Friday, Jan. 11th

Monday, Jan. 14th Sunday, Jan. 20th

Feb. 2/3rd

Friday, Feb. 15th

Saturday, Feb. 16th

Sunday, Feb. 17th Monday. Feb. 18th

March 2/3rd Saturday, March 9th

Monday, March 18th

PCAS Working Party, Gardham.

IWA Hull After-Christmas Social

Cottingham Road. 8 pama

PCAS Committee, Thornton 7.30 p.m.

M. Weighton, W.P., Sod Houses, 10 a.m.

PCAS Working Party

IWA Hull, 8 p.m. Div. Engineer.

Yorks. River Authority.

PCAS Buffet Supper, Melbourne

(details: F.H. Loft. All welcome) Y. Derwent Socv. Walk on Canal

PCAS Committee, 7.30 p.m. Thornton

PCAS Working Party

PCAS Annual Dinner, Malton.

Saturday, March 16th PCAS A.G.M. Thornton Institute

PCAS Committee, Thornton, 7.30 p.m.

Advance Notice!

June 8/9th July 20th Aug. 23 - 26th IWA (NE) Rally, Shipley.

PCAS Rally

IWA National Rally at Nottingham

(Bank Holiday)

ANNUAL GENERAL MEETING OF P.C.A.S.

SATURDAY, MARCH 16TH, at 7.30 P.M.

IN THE THORNTON VILLAGE INSTITUTE

BOOK this Date NOW!

Full details later.

There are many important plans to be discussed and exciting work to be undertaken during the coming year. need a keen, active committee. We need YOU! Could YOU help the Society? PLEASE think about it between now and March. If you would like to have your name put forward let one of us know. You don't need to be a great expert, so don't be too shy to say!

DON'T FORGET

FUTURE WORKING PARTIES

Jan. 5/6th, at Gardham,

Feb. 2/3rd

March 2/3rd

Please enquire first from: D.D. Mill Farm, (Mel. 378)

P.C.A.S. 5TH ANNUAL DINNER

SATURDAY, MARCH 9TH.

7 FOR 7.30 P.M.

AT THE GREEN MAN HOTEL, MALTON

Good Menu

Dinner/Dance

Tickets £2.20 each

This promises to be a very enjoyable occasion. If necessary transport there and back will be arranged by coach. Please apply for tickets, with your remittance, to: MR. F.H. LOFT, 10 REGENT STREET, POCKLINGTON. as soon as possible, and before March 5th.

PCAS BUFFET SUPPER

SATURDAY, FEBRUARY 16TH

AT MELBOURNE VILLAGE HALL

An informal social evening professionally catered in a comfortable hall, and probably with a cabaret-type entertainment. AN OPPORTUNITY TO MEET OTHER MEMEBERS. DO COME!

And bring your friends! Details soon from F.H. Loft.

('Phone: Pock. 3100)

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RISE IN MOORING AND LICENSING FEES

BWB say these are likely to go up by about 12% in January 1974 due to greatly increased maintenance cost over the system generally. Details later.

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It's Phred Again....

Hello again Friends, Season's Greetings!

Here we are again. Oh for a Working Party and a good big bonfire! ... some good big willows and a few IWA members to help, what! There's little comfort in this freeze. A good Yuletide log would be most welcome, by Jove ... if it hasn't got a ruddy preservation order on it! (Note: the Editor does not always agree with what is written in this book!)

Never mind! Have you seen your Canal lately? Phred and Chief Engineer are very pleased with 'selves, having navigated same from Blue Bell (East Cottingwith) to Cross Keys (Melbourne), hic! Dashed hard work getting round Gardham Lock, though, you know. Looking forward to January Working Party making a start on swing bridge removal. Won't take long, we'll have it done just like that!

Another thing. Have you seen the swans, eh? Oh yes, they're back - second Wednesday in November, as is their wont. I was there, quite by chance, looking at all that water. Its quite disgusting, it quite passes my compre' how many whiskeys would be needed to dilute that lot, its so wide and deep and bent which reminds me. I have an appointment with the Chairman, and its opening time! See you!

Cheers for now,

PHRED.

CANALS ARE GOOD FOR THE HANDICAPPED

The Variety Club of Great Britain intend to provide boat trips for handicapped children on the Montgomery Arm of the Shropshire Union Canal, which the Prince of Wales' Committee is about to help to restore. Medical opinion feels that this slow-moving form of travel is an excellent form of therapy and more comfortable for many than long trips by road. All of which might never have come about had it not been for the patient and unremitting efforts of the Shropshire Union Canal Society.