

# Canal Boat Names



# Teacher Packet 1

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from Carroll County Wabash & Erie Canal Interpretive Center display.

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# List of Canal Boat Names in the Carroll County Wabash & Erie Canal Interpretive Center

## Fort Wayne

This canal boat was named after a city on the Wabash & Erie Canal in the northeast portion of the state of Indiana. The Miami Indians called this town “Kekidongi” meaning Blackberry patch. It is also referred to as “Kekionga”. This is near the site of the canoe portage from the Maumee River to the Little (Wabash) River then to the Wabash River. In 1706 the French established a fur trading post here. The fur trading route through Indiana connected the Great Lakes with the Gulf of Mexico. The portage was also called the glorious gate.

**For more information go to:**

<http://www.geocities.com/Heartland/Valley/7029/portage.html>

<http://littleturtle.net/kekionga.shtml>

## Red Bird

This canal boat might be named after Indiana’s state bird, the Cardinal.

## John Purdue

This canal boat was named after an entrepreneur from Lafayette Indiana. He founded Purdue University in West Lafayette Indiana.

## Clyde

This canal boat might be named after the Forth and Clyde canal system in Scotland called “The great canal”.

<http://www.forthandclyde.org.uk/history/historyframe.htm>

**Or it might be named after the town of Clyde on the Erie canal in New York state.**

<http://www.cgazette.com/towns/Clyde/Standing/>

## David Davis

This canal boat was named after the largest land owner in Illinois. He was a businessman, a lawyer, a legislator, a senator, and a judge. President Lincoln appointed him to be a judge on the Supreme Court.

<http://www.daviddavismansion.org/>

## Rob Roy

This canal boat might have been named after the town in Indiana or the Scottish man in a famous book named Rob Roy by Sir Walter Scott in 1818 .

**Freedom** This canal boat is named for an important idea that is the cornerstone of the United States Constitution.

## Indiana

**This canal boat is named for our state, created in 1816. It was the 19th state added to the Union.**

[http://www.centerforhistory.org/indiana\\_history\\_main3.html](http://www.centerforhistory.org/indiana_history_main3.html)

## Terre Haute

**This canal boat was named after a town created in 1816 in Vigo County Indiana. It is a French name meaning "High Land". It is on three historic transportation routes: the Wabash River, the Wabash & Erie canal, and the National Road.**

<http://web.indstate.edu/community/vchs/thhist.htm>

## Silver Bell

**This canal boat was named for it's silver bells. It was a luxury packet boat.**

## Wabash

**This canal boat was named for our Indiana state river called the Wabash River.**

## Chief Richardville

**This canal boat is named after a great Miami Indian. He was the son of Little Turtle's sister and a fur trader. His hometown was Fort Wayne known then as Kekionga. He did business at the portage and was the wealthiest Indian in the country.**

<http://www.student.ipfw.edu/~aberam01/people.html>

## Eclipse

**This canal boat was named after an event involving the positions of the moon, the sun and the earth. A lunar eclipse is caused by the moon passing through the earth's shadow; a solar eclipse, by the moon coming between the sun and the observer.**

## Fair Play

## Delphi

**This canal boat was named after a town in north central Indiana. Delphi is the county seat of Carroll County Indiana. Delphi is on/ near three major historic transportation routes: the Wabash River, the Wabash and Erie Canal, and the Michigan Road.**

**Davy Crockett This canal boat was named after a famous hero, trapper, Indian fighter, and congressman from Tennessee.**

From <http://www.americanwest.com/pages/davycroc.htm>

## Amazon

**This canal boat was probably named after a Greek myth about a tribe of very strong warrior women. It was a large grain hauling boat.**

## Queen of the Forest

### Albert S. White

**This canal boat was named after a lawyer who lived in the Lafayette and Stockwell area of Indiana. He was the President of two railroad companies, a congressman, and a senator. President Lincoln appointed him as a United States judge.**

<http://www.famousamericans.net/albertsmithwhite/>

**In September 1841 boat builders along the riverfront in Lafayette completed the new canal packet "Albert S. White" for the Wabash & Erie Transportation Co.**

**Boat construction was a good business in those days.**

**From: Old Lafayette 1811-1853 by Robert C. Kriebel**

## Hoosier

**This canal boat was named after the nickname for a person from Indiana.**

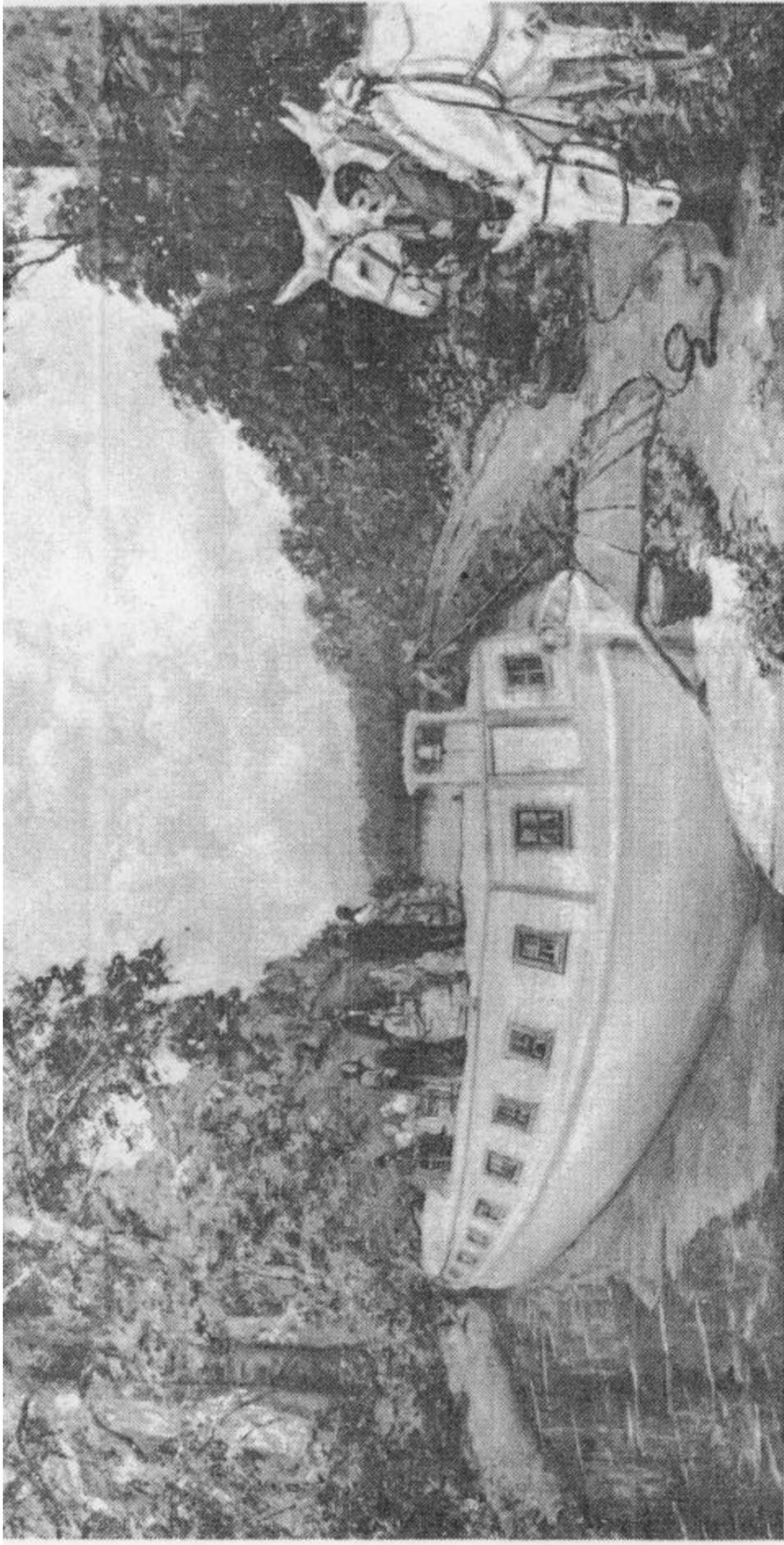
## Superior

**This canal boat was probably named for the Great Lake Superior.**

## Rocky Mountain

## Lafayette

**This canal boat was named after a town in Tippecanoe County Indiana. Lafayette, like Delphi, was a town on the Wabash and Erie Canal. The Wabash River goes through Lafayette Indiana.**



The Silver Bell, appropriately named because she was painted silver and had bells which tinkled with any movement. She was pulled by silver gray mules and they were outfitted with silver mounted harnesses. The fastest boat on the canal, she boasted speeds up to 8 m.p.h. The Silver Bell achieved such fame for her luxurious appointments that it was said that a trip on this canal boat was something visitors to America could brag about.

(from a painting by J. E. McBurney)

cennes was given a fine start. In addition to these, digging was started on a branch canal to be known as Cross Cut, which would run from Worthington to Terre Haute and connect the proposed Central Canal with the Wabash and Erie.

Construction problems were especially troublesome on this little Cross Cut, for here the spring and summer freshets from the Eel River near Clay City washed away what was known as Feeder Dam as often as it could be rebuilt. "But," reported Engineer Williams hopefully, "properly controlled and applied, it will drive 37 pairs of 4½-foot mill stones," which admittedly could crack a lot of Hoosier corn.

As fast as new sections were completed on these various projects—there were five thousand laborers at work that summer—Indians flocked by the hundreds to view their new means of transportation. On the canals business was brisk, and shiny new packets were appearing faster than cowslips in a March meadow. But, contrary to the Eastern ways, here no regular time schedules had yet been attempted; no true Hoosier felt that life needed to be that obnoxiously regulated. It was the consensus that their present lackadaisical system was working well enough. At least it was simple. Whenever a captain considered that he had enough passengers to make the trip pay, he tooted his horn and they were off, gliding lazily through the enchanting tree chasms, fishing perhaps, or hopping ashore to shoot a brace of squabs for breakfast.

Soon luxury was added to all of this leisure, producing more elegance on Wabash canalboats than was ever known on the Old Erie or on the Pennsylvania waterways. In fact, Indiana was enjoying her heyday, since the Panic of 1837 had not yet reached the New West. Her packets were especially gaudy, for their colors knew no bounds and their furnishings were rich and extravagant, and often imported from Europe.

Most renowned of all was the *Silver Bell*, known the world around for her elegance. A visit to America that included a

voyage on this Hoosier packet was considered an aristocratic achievement. Certainly she was distinctive, for from bow to stern, within and without, she was painted silver; she was decorated with musical silver bells that tinkled softly at the slightest jolt; and the gleam of the silver-mounted harness slapping the broad backs of her silver-gray mules announced her approach from afar. She traveled at the unheard-of-speed of eight miles an hour, which surpassed anything yet known on any canal.

The *Indiana* was another popular and successful luxury packet. Her arrival at Fort Wayne, day or night, was the signal for a hasty concert rendered by the enthusiastic Ed Parker and Will Patchen, who always dropped whatever they were doing at the sound of the captain's horn and raced to the dock to serenade the incoming voyagers with clarinet and fiddle.

On the other hand, the fabulous steam-propelled *Niagara* was a distinct financial failure because it had cost \$10,000 to build her, while the price of the ordinary packet was about \$1,200. But she was a joy to ride—a trip on her was good for a lifetime of bragging.

Wherever Indiana's canals were functioning, the world-famous Hoosier friendliness and hospitality were in evidence, with the gossip and news being bandied freely from canal to shore and from poorest shanty boat to richest packet. Many canal-side settlers even went so far as to open their cabins to any traveler who jerked their latchstrings, often refusing pay for either meals or lodging. In fact, few Hoosier boats were equipped to offer either food or berths, and frankly expected the passengers to depend on the settlers for these services.

On the other hand, nothing could have elevated country life in Indiana more drastically than did the coming of the canals—especially for her young folk. Every mild evening, after the chores were done, the towpath parade began: Hoosier lasses pushing back sunbonnets, and Hoosier lads turning up cap

## Old Newspaper Articles from the Canal Boat Days

The first boat constructed in Fort Wayne was the **INDIANA**, built in 1834 by F.P. Tinkham.  
*Fort Wayne on the Old Canal. Reprint. FW & AC Public Library 1952*

The following is the result of a vote taken on the packet **INDIANA** on her passage from the junction to Lafayette on Oct 17th, 1848: Taylor - 16, Cass -6, VanBuren - 3  
*Indiana Herald. Wed Oct 18, 1848. Pg 3 Col 3*

July 4, 1837, canal boat **PRAIRIE HEN** became the first boat to navigate the canal to Wabash.  
*The Marion Chronicle Tribune, March 1982 - Canal Fever cut through Indiana.*

The first Canal boat to pass through Lagro was captained by Will Dale. The boat was named the **PRAIRIE HEN** and made its appearance of July 4, 1837. Thus the first boat to run the entire length from Toledo to Lagro was the **RED BIRD** under Captain Mahon.  
*Pioneer Days in the Wabash Valley. Flossie Enyart Bailet. 1933*

The name of one boat, I well remember. -The **MAZEPPA**: beneath the name was a painting of the unfortunate Mazeppa tied to the back of the wild horse as punishment for some deed he had penetrated, and made immortal by Lord Byron.  
*Huntington Herald, Sat. July 7, 1928 Letter to J. Bippus from M. Hawley*

There were four Mahon brothers, Samuel, Archy, William, and Monroe, who became the principal owners of the first boats, the "**INDIANA**," "**CLYDE**," "**WABASH**" and "**CHIEF RICHARDVILLE**." The last named boat was built by my father, who leased it to Captain Dana Columbia, the father of Mrs. D.F. Comparet.  
*Reminiscences of Old Fort Wayne, 1906 - Alexander C. Comparet remembers.*

We took a trip to Toledo on the **CASPIAN**, Captain George D. David.  
*Fort Wayne Sentinel, May 15, 1852*

James Blee joined with Charley Stephele in shipping timber, logs, hoop poles, grain and similar cargo by canal boat. Their boat **PLOW BOY** hauled whiskey exclusively and was known up and down the line.  
*Wabash & Erie Canal Notebook Thomas E. Castaldi. Old Fort News. 1992*

My father, Patrick Cunningham, worked with the state boat crew, which looks after breaks and leaks all along the Canal, explained Tom, Its foreman was Tom Kelly, my father was on the water for about a year just before the close.  
*Huntington Herald. January 2, 1926. F.S. Bash article*

The **JOHN GOOD** was built at Roanoke by Captain Van Becker....her machinery was made at the Fort Wayne Machine Works by W.T. McKean Esq.  
*Dawson's Daily Times & Union. May 2, 1863*

The canal boat **BROOKLYN**, which was caught down about Col Milligan's last season, passed here last week, trying to make her way east to navigable water. It was a "tight fit", and she has abundant opportunity to become intimately acquainted with the bottom of the canal. We understand that there are still about a dozen boats west of this point, and it is doubtful if they will ever get out of the canal.  
*Indiana Herald Wed. May 26, 1875*

From: <http://www.terrypepper.com/w&e/boats.htm>  
The Wabash & Erie Canal through Huntington County, Indiana

## Old Newspaper Articles from the Canal Boat Days      page 2

An interesting notice appeared at the same time (1848) It offered service to Cincinnati under the following terms: Fast Sailing **NIAGARA** has large, well furnished cabins and state rooms. Offers greater inducements to the traveling public than any other line boat on the canal.

*Fort Wayne on the Old Canal. Reprint. FW & AC Public Library. 1952*

The Canal boat **NIAGARA**, Capt. H. Miller, left our dock last Monday afternoon, with a full load of wheat, flour, & c. for Toledo. She delivered her cargo, and was back here bright and early yesterday morning, making the trip to Toledo and back in little over three days and a half. This is, we believe, the quickest trip ever made, and speaks well for the sailing qualities of this favorite boat, and the go-a-headativeness (sic) of her enterprising Captain.

*Fort Wayne Sentinel. May 1, 1847*

The **AMAZON** was built for Jim Mulligan, who finally sold it to Wilhelm. The **AMAZON** won a \$100 prize paid in Toledo for bringing-in the largest cargo ever received in that port from a canal boat. The 2,600 bushels of wheat from D.L. Shearer's warehouse which stood where the Huntington Theater is now located. We handled that great boat with 6 immense mules, the best ones I ever knew in my life!

*F. S. Bash article, March 29, 1931 Source unknown. (VM Collection)*

The second variety consisted of what was known as stone boats, intended to transport heavy freight such as logs, lumber, bricks and stone.

*Roanoke History Dr. S. Koontz. Roanoke Review, 1921*

James Willhelm bought the **AMAZON**, and it was a big boat for canal days. Crandal had a job as driver for this boat. The **AMAZON** carried the record load to Toledo, 2,600 bushels of wheat. The **SEABIRD** was a steamer and was finally taken to the Ohio River.

*The Huntington Press, Sunday Oct. 16, 1921 - Interview with A.A. Crandal*

This splendid boat made her appearance in town last week and attracted quite a crop of spectators. She is commanded by that old favorite of the traveling public, Captain Archibald Mahon. The boat is magnificently furnished and a more gentlemanly, kind and generous fellow that Captain Mahon never walked a plank.

Persons who may have occasion to travel the canal are requested to give the **NOBLE** a trial, they cannot fail to be highly pleased.

*Huntington Herald Press, Aug. 7, 1925 Mahon & Packet had endorsement.*

The **ALBERT S. WHITE** of Lafayette is a new and superb canal packet. Built at this place for the Wabash and Erie Transportation Company. She was to leave port yesterday for Fort Wayne, there to receive her furniture etc., and we venture the opinion that when fitted-out she will "take the shine off" of anything in her line to be met with "in these diggins."

She is commodious, and her apartments so arranged as that there can be no danger of indiscriminate mingling up of male and female passengers and crew, as is sometimes necessarily the case in boats of bad construction.

*Tippecanoe Journal & Lafayette Free Press. Sept. 15 1841*

The first boat to pass the entire length of the canal was the **ALBERT S. WHITE**, with Cyrus Beldon of Toledo as Captain. 226 miles.

*Bye Gone Memories of Wabash County. 1976. Wabash Bi Centennial*

From: <http://www.terrypepper.com/w&e/boats.htm>  
The Wabash & Erie Canal through Huntington County, Indiana

## Old Newspaper Articles from the Canal Boat Days      page 3

The canal boat **HARRIET** has a full supply of groceries such as coffees, teas, sugars, etc. Now lying at Wabash, where she will remain during the closing of the canal (Winter freeze)

*Wabash Gazette. December 10, 1849.*

The **SUPERIOR** is the name of the most inferior looking boat on the canal. It is drawn by two most dilapidated, jaded, ruined horses mortal men ever set eyes on. Given a fair opportunity they could gladly have drowned themselves.

*Wabash Gazette. March 15, 1861*

The boat **SUPERIOR** lying at the foot of Miami street has sunk. Her cargo consisted of ice and it is feared it will be a total loss.

*Wabash Plain Dealer. July 21, 1870*

When the **PENNSYLVANIA**, Captain Sharra commanding, completed the first trip from Toledo in July, 1853, her arrival in Evansville was an anticlimax. Nobody in town had enough spirit to cheer, fire a gun, raise a glass, or start a parade.

Thus the Great Wabash & Erie canal was finished, or so it was thought, twenty one years and five months after Jordan Vigus had marshaled in Fort Wayne the procession that marched out to the feeder dam and loudly hurrahed when he broke ground in 1832.

The 468 miles of this canal made it the longest in the United States. On construction, the trustees had expended \$2,375,236; the total cost in Indiana, from the state line to Evansville was \$6,437,809.

*Indiana Canals. Paul Fatout. Purdue University Press 1972*

The showboat **DIXIE BOYS** Minstrel brought entertainment to residents along the Indiana portion of the canal. It seated 100 persons, and several performances were given each evening. The admission was only 25 cents.

*Fort Wayne on the Old Canal. Reprint FW & AC Public Library. 1952*

An icebreaker passed down the canal Sunday morning, and later in the day, two canal boats reached this port, the first sign that the "cold spell" begins.

*Indiana Herald Nov. 27 1872. (VM Collection)*

If any doubts have been entertained as to the practicability of navigating the Wabash and Erie Canal in this state with steam canal boats, they could have been easily removed by seeing the ease and speed with which Captain Sabin, of the canal boat **UNION** with 1713 bushels of corn on board, towing the **WATERMAN** with 1911 bushels of wheat, and the **MATILDA** with 1805 bushels of corn passed through the canal. These boats were loaded at Perrysville in this state 182 miles from the state line, and bound for Toledo.

Last winter, Captain Sabin placed in the **UNION** one of the Welch, Ireland & Corb canal boat engines and propellers, and with this boat loaded as above started and towing the other boats, has made as good time as can be made with a single boat with the same load by a team of mules or horses. He loses some little time passing locks with his three boats, but makes it up by an increased speed on long levels. In the wider and deeper canal from here to Toledo, he can make better time and carry much larger loads.

He would have taken from here this morning 200 barrels of flour in addition if he could have obtained it. Captain Sabin has made several trips and has given assurance in saving time and making money, that steam on the canal is no longer a theory but a perfect success.

The **UNION** was an old canal boat and of course not constructed with a proper regard to use for an engine and propeller, but with all the disadvantages she has convinced the doubting that the Indiana canal is large enough and deep enough for profitable steam navigation. Important changes and results in canal navigation must ensue from the use of these engines and propellers.

*Fort Wayne Weekly Sentinel. July 5, 1862*

From: <http://www.terrypepper.com/w&e/boats.htm>  
The Wabash & Erie Canal through Huntington County, Indiana

## Old Newspaper Articles from the Canal Boat Days      page 4

Canal boat for sale. The undersigned will sell cheap and upon favorable terms, the **SMITH GRANT** being at Wabash, as also the furniture, harnesses, etc. John. M. Wheeler.

*Indiana Journal. 1851. (From Wabsah Museum, date unknown)*

The canal propeller **BUFFALO** arrived here from Huntington Indiana with a full load of wheat and flour. The **BUFFALO** is a new boat, now on her first trip, and is represented as fulfilling, in every aspect, the anticipation of her builders and owner Captain Morgan. She left Huntington Thursday morning, and arrived here at 5.30 pm yesterday, making the run 129 miles in 72 hours, from which should be deducted 5 hours detention in Fort Wayne, and 1 hour at Providence. The captain made no effort to crowd the boat, and machinery being rough, and a large fleet coming in, which was not allowed to pass.

The engineer of the boat informs us that 1 cord of wood is amply sufficient for 24 hours run, demonstrating that so far as economy in running expenses is concerned, that has been secured, in its fullest extent, by the introduction of steam as a motive power on our canals.

*Indiana Herald, Oct. 1, 1862 (VM Collection)*

A steam canal boat passed through this place last Thursday. Its size is that of an ordinary canal boat, and its engine is in the stern, which propels a screw rigged near the rudder. We learn from the Toledo Commercial that she made the trip from Lafayette to Toledo, a distance of 220 miles in 5 days, which is a gain of 2 days over the usual means of propelling. The fuel for the trip from Lafayette cost \$13.87, while the expenses of towing would be over \$30.00. The boat is said to be perfect."

*Huntington Herald May 29, 1862. p. 3 col. 1*

Some of the later canal boats, which were equipped with steam power, had retractable smokestacks which were lowered for passage under the bridges.

*Canals of Mid-America. Leslie C. Swanson, 1964. Moline IL.*

The **JOHN GOOD** was built at Roanoke by Captain Van Becker....her machinery was made at the Fort Wayne Machine Works by W.T. McKean Esq."

*Dawson's Daily Times & Union. May 2, 1863*

## WHY BUILD A CANAL?

In the early 1830s, Indiana was mainly a wilderness. Small towns were located along the rivers or large streams, which provided a way of transportation and water to turn mill stones. The only roads were old Native American paths or, at best, rutted dirt roads. The new state needed to attract settlers, but they had to have a way to get here.

Canals were the highest technology for the day. Railroads were in their infancy and were almost laughable if one looks at the first engines, plus the iron for the rails had to be shipped from England. Hoosiers wanted to keep jobs and money within the state. Trees or stone were available almost free and building a canal provided jobs for early settlers.

Canals were controlled bodies of water usually 4 feet deep and 40 feet wide. They consisted of levels of water with locks to lower or raise boats to another level. Boats could travel in both directions on a canal when pulled by horses or mules as opposed to travel on a river where the boat could only go downstream, be sold for lumber, and the passengers returned by horseback. The rivers also had the disadvantages of flooding in the spring and drying up in the summer.

Canals did depend on the rivers and large streams to keep them watered. Dams were built across these waterways that backed up pools of water known as reservoirs. When the river or stream could not furnish enough water for the canal during dry periods, these reservoirs released the stored water into the canal by way of a feeder canal from the reservoir to the main canal.

The Wabash & Erie Canal was the longest canal ever built in the United States. It was 468 miles long and extended from Toledo, OH to Evansville, IN. It was our first interstate transportation system and it worked. Towns often grew up along its route where none existed before and those already in existence grew larger. It is responsible for opening up northern Indiana for settlement. It not only provided a way to reach Indiana, it also gave settlers a way to send their crops and manufactured products elsewhere.

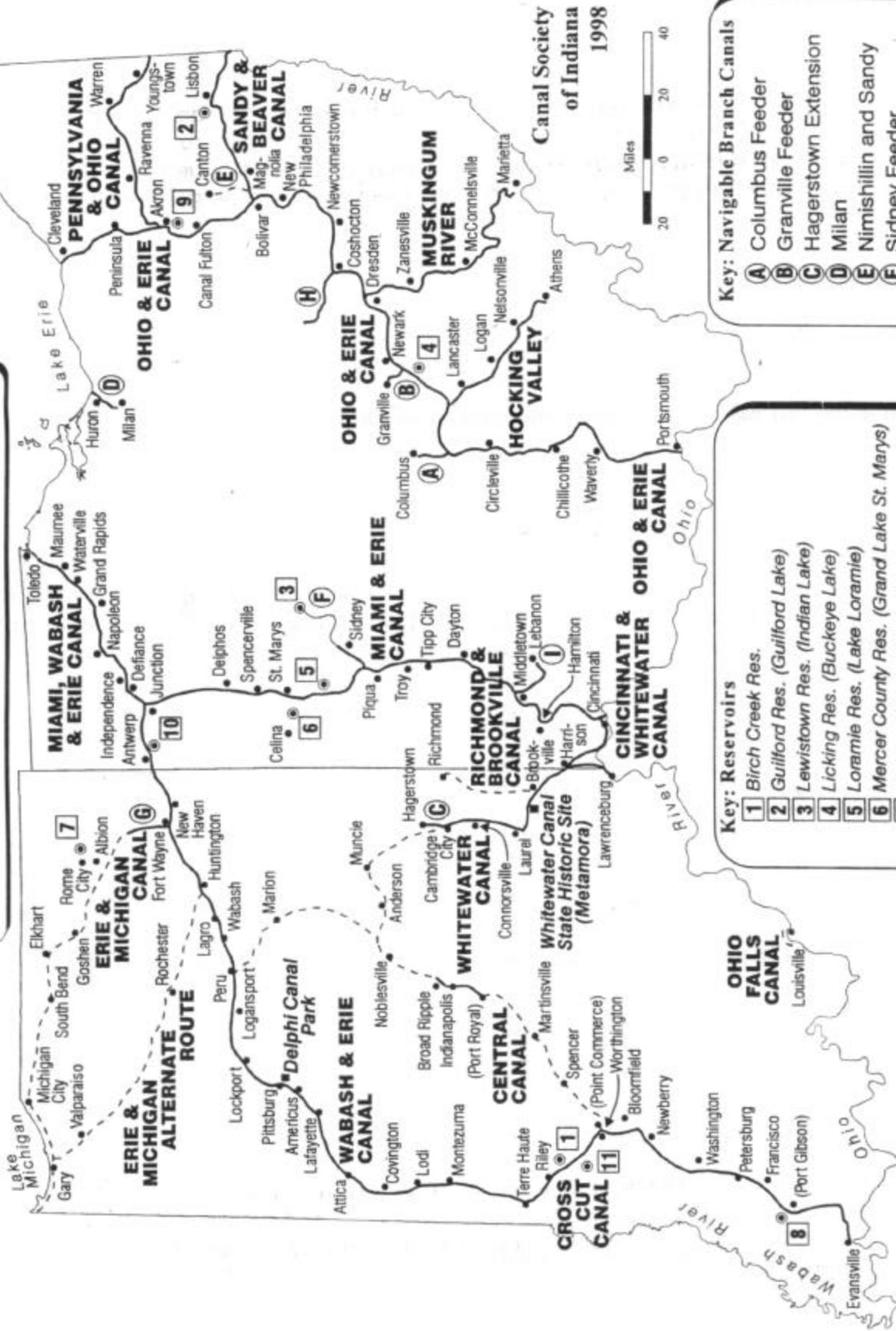
Canals had problems with leaks, animals digging holes in the banks, and low water at times, but the biggest enemy of the canals was man. Settlers blamed the canal for disease and blew up its reservoirs and dams. Canals were also costly to maintain. As railroad technology advanced, the trains, which were originally planned to feed the canal with goods from short distances in the interior, became more economical to build and operate since they could run year round.

Canals are often a forgotten era in Indiana's history. Begun in 1832 and lasting into the 1870s in some areas, they were engineering feats dug by men using shovels, wheelbarrows, pick axes, slip scoops, carts, mules and horses. Axes and saws cut down trees and hammers and chisels cut stone for canal structures such as locks, aqueducts, culverts, dams, and waste weirs.

Today we celebrate canals in parks such as this one in Delphi. Canal organizations try to preserve canal remains, restore canal structures and related buildings, and educate everyone about the important part canals played in settling Indiana.

Canal Society of Indiana P. O. Box 40087 Fort Wayne, Indiana 46804  
website: [www.indcanal.org](http://www.indcanal.org) E-mail: [indcanal@aol.com](mailto:indcanal@aol.com)

# Canal Systems of Indiana and Ohio



**Legend**

- Canal or Canalized Rivers
- - - Canal Proposed or Incomplete
- City or Town
- ⊙ Reservoir
- Park

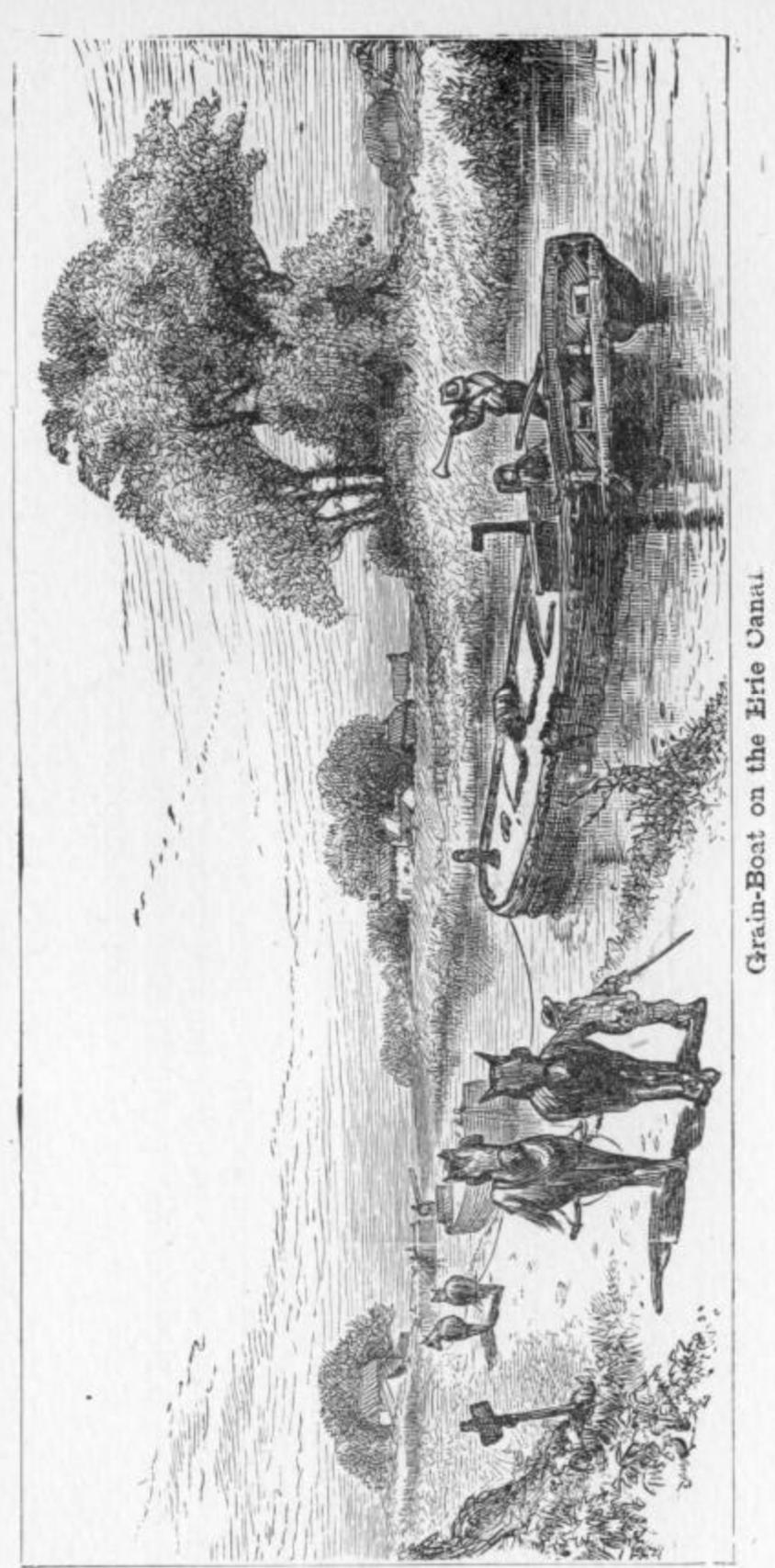
**Key: Reservoirs**

- 1 Birch Creek Res.
- 2 Guilford Res. (Guilford Lake)
- 3 Lewistown Res. (Indian Lake)
- 4 Licking Res. (Buckeye Lake)
- 5 Loramie Res. (Lake Loramie)
- 6 Mercer County Res. (Grand Lake St. Marys)
- 7 Northport Res. (Sylvan Lake)
- 8 Pigeon Creek Res.
- 9 Portage Lakes
- 10 Six Mile Res.
- 11 Splunge Creek Res.

**Key: Navigable Branch Canals**

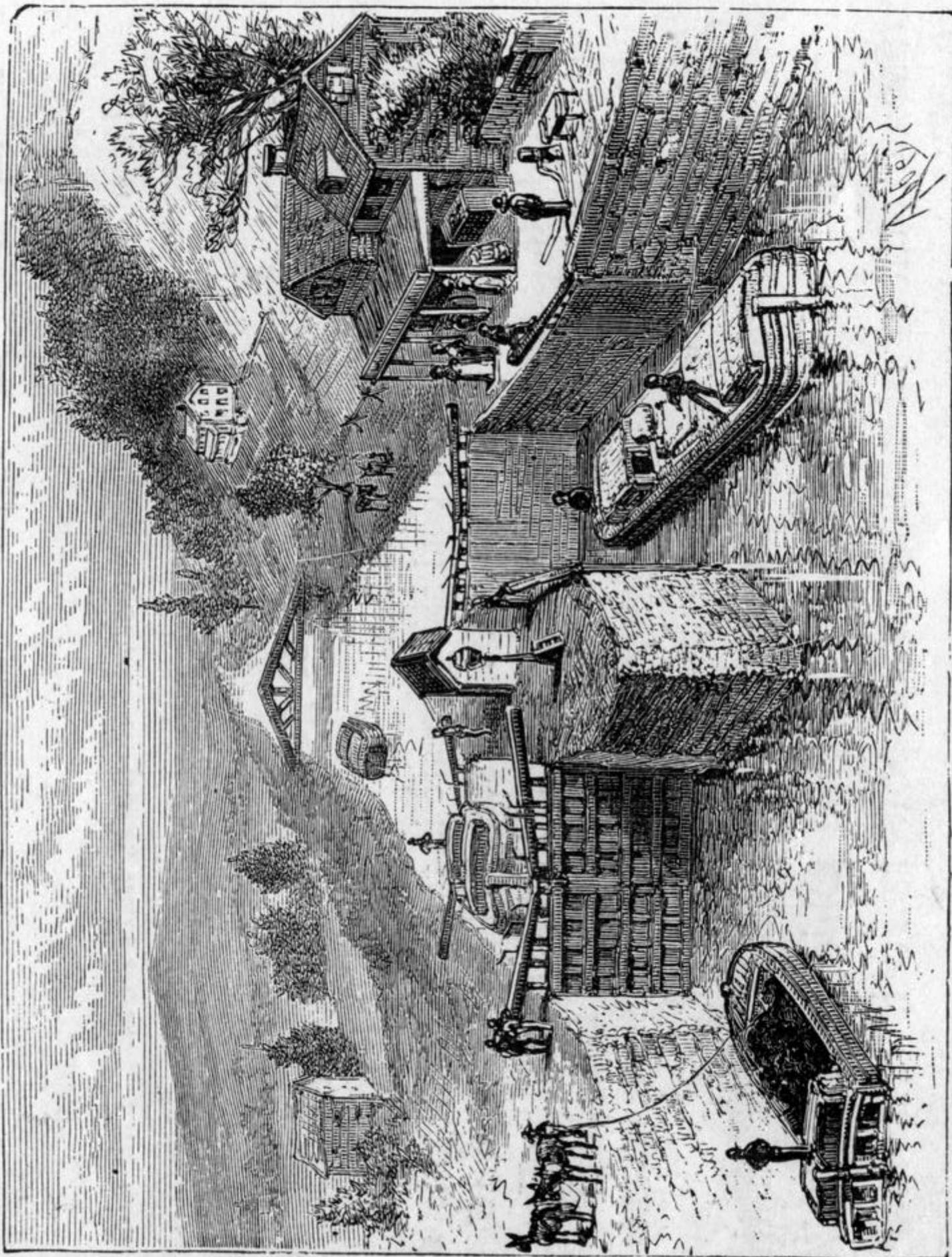
- A Columbus Feeder
- B Granville Feeder
- C Hagerstown Extension
- D Milan
- E Nimishillin and Sandy
- F Sidney Feeder
- G St. Joseph Feeder
- H Walthonding
- I Warren County

Prepared by C. McComber, Cartographic Services, Department of Geography, Ball State University, 1998.

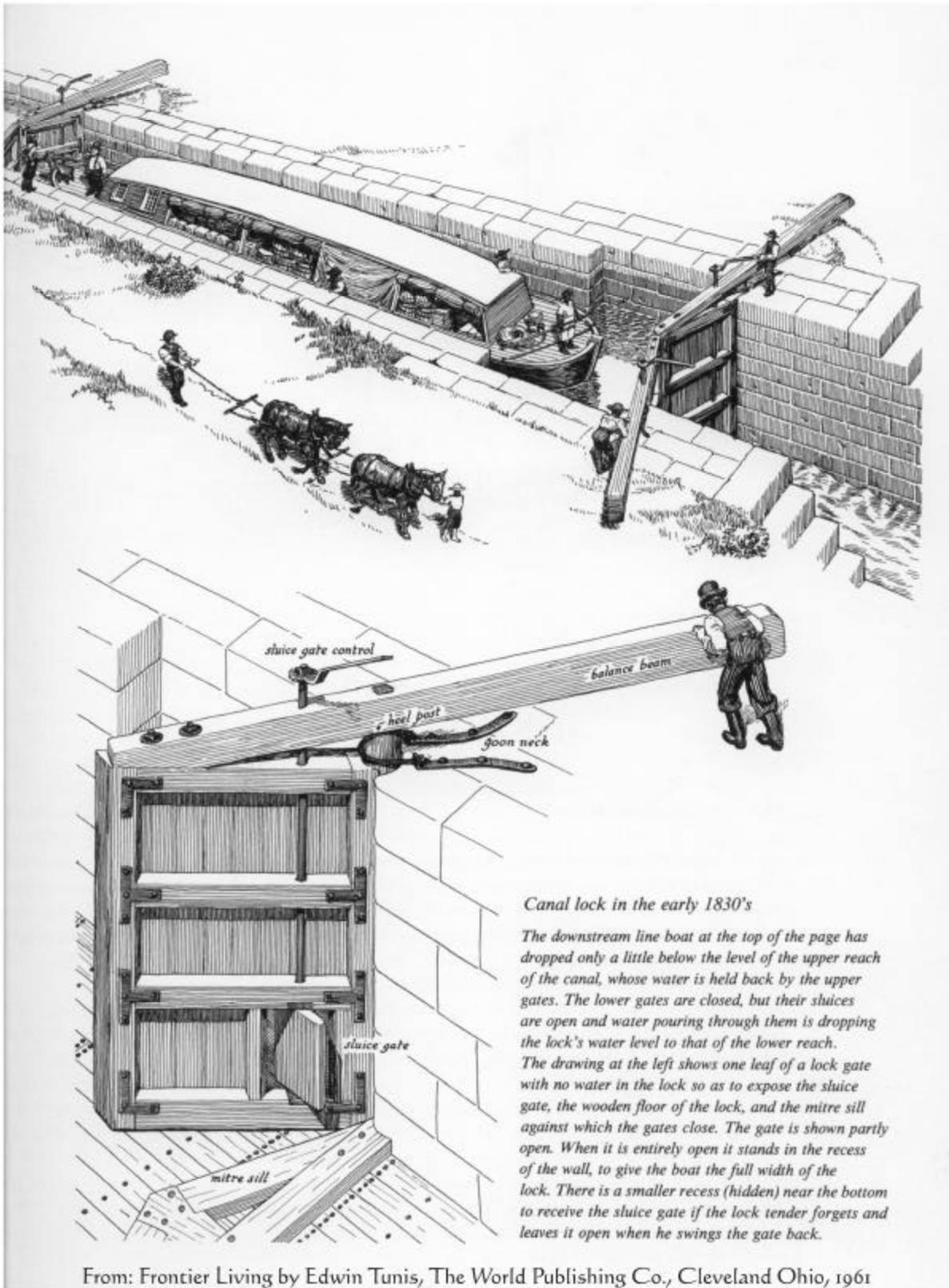


Grain-Boat on the Erie Canal.

This is a picture from 1887. It shows two boats passing on the canal. Can you see the two boats and the two sets of mules.



CANAL AND LOCKS.



*Canal lock in the early 1830's*

*The downstream line boat at the top of the page has dropped only a little below the level of the upper reach of the canal, whose water is held back by the upper gates. The lower gates are closed, but their sluices are open and water pouring through them is dropping the lock's water level to that of the lower reach. The drawing at the left shows one leaf of a lock gate with no water in the lock so as to expose the sluice gate, the wooden floor of the lock, and the mitre sill against which the gates close. The gate is shown partly open. When it is entirely open it stands in the recess of the wall, to give the boat the full width of the lock. There is a smaller recess (hidden) near the bottom to receive the sluice gate if the lock tender forgets and leaves it open when he swings the gate back.*

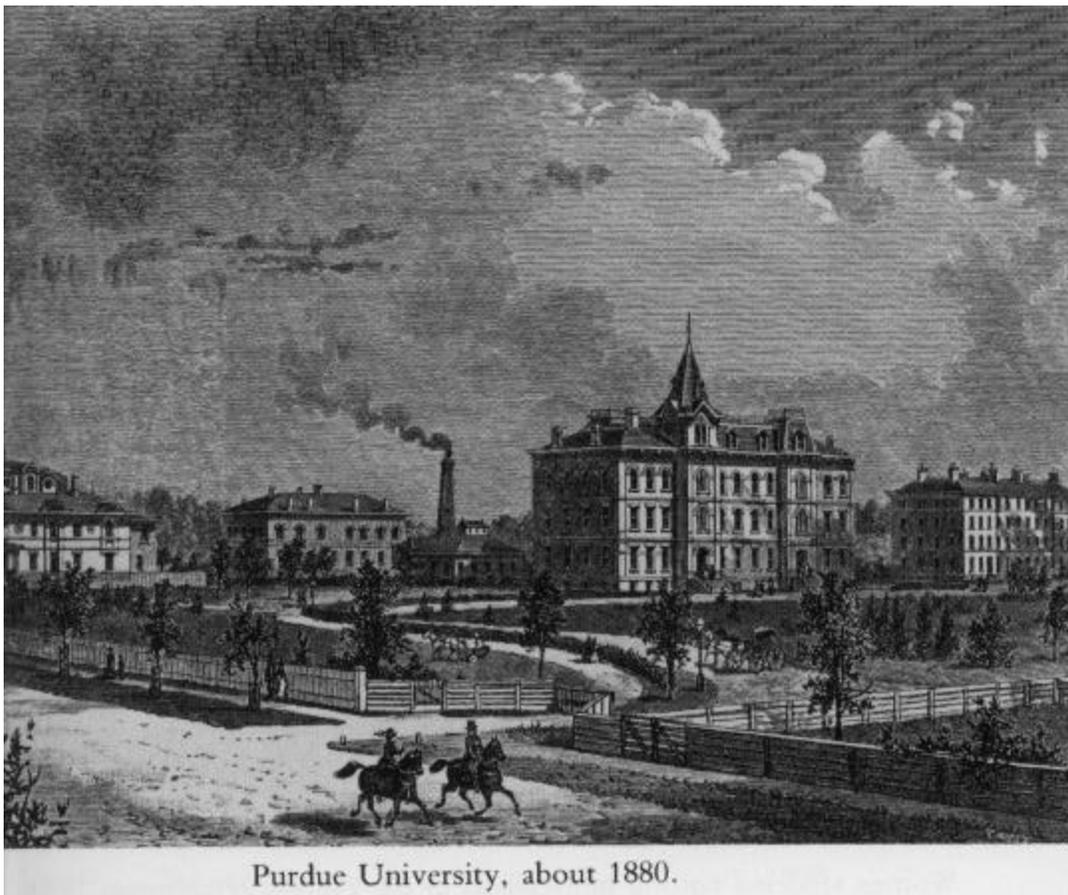
From: Frontier Living by Edwin Tunis, The World Publishing Co., Cleveland Ohio, 1961



## John Purdue

**PURDUE, John, philanthropist, born near Shepardsburg, Pennsylvania, 8 October, 1801; died in Lafayette, Indiana, 12 September, 1876. In his early youth he moved to Ohio with his parents. He received a common-school education, taught for a time, became a dry-goods merchant, settled in Lafayette, Indiana, in 1839, and accumulated a fortune, also engaging in manufacturing. Mr. Purdue was owner of the Lafayette "Journal," and in 1866 was an unsuccessful independent candidate for congress. In 1869 he founded Purdue University in his adopted town, giving \$150,000 toward its endowment.**

*Edited Appletons Encyclopedia, Copyright © 2001 Virtualology™*



Purdue University, about 1880.



### The History of David Davis

David Davis (1815-1886)—a lawyer, politician— distinguished jurist and businessman--was born in Maryland, educated at Kenyon College in Ohio, and studied law at Yale University. In 1836, after losing his bid to marry the beautiful, young Sarah Walker, daughter of a Massachusetts probate judge, Davis settled in Bloomington, where he began practicing law. After making a modest fortune, he married Sarah and the couple returned to Bloomington to set up housekeeping on what was then the western frontier.

In 1844, Davis won election as a Whig to the Illinois legislature, and four years later was elected Judge of Illinois' Eighth Judicial Circuit, where he served on the bench during Lincoln's remaining years as an attorney on the circuit. The two became close friends, and Davis worked diligently as Lincoln's campaign manager at the 1860 Republican nominating convention in Chicago. In 1862, President Lincoln appointed Davis to the United States Supreme Court, where Davis wrote the majority opinion in *Ex parte Milligan*, a landmark decision restricting the rights of military courts to try civilians. In 1877, he resigned from the court after being elected to the United States Senate by the Illinois legislature. Davis served as Senate president *pro tempore* from 1881 to 1883, and was known unofficially as "Mr. Vice President." He retired from the Senate in 1883 and spent the remainder of his life at Clover Lawn.

Davis had the distinction of being the largest landowner in Illinois. Although he was not as wealthy as the state's wealthiest businessman, Cyrus McCormick, Davis owned more land than any other man in Illinois. At his death, his estate was valued at between four to five million dollars—a huge fortune in his day.

<http://www.daviddavismansion.org/>

## Rob Roy

Related: **United Kingdom History Biographies**

[Scottish Gaelic, =red Rob], 1671-1734, Scottish freebooter, whose real name was Robert MacGregor. He is remembered chiefly as he figures in Sir Walter Scott's novel *Rob Roy* (1818). Deprived of their estates as a result of proscription, the MacGregors lived largely by stealing cattle and selling "protection." Because of the proscription, which was renewed in 1693, Rob Roy assumed his mother's name, Campbell. He exploited the fact that his territory, Balquhidder, lay between the estates of the rival dukes of Montrose and Argyll. The duke of Montrose at first supported him in a cattle-farming business, but Montrose withdrew his support, forcing Rob into bankruptcy, in 1712. Rob then took to brigandage in earnest, particularly against Montrose. He took advantage of the Jacobite rising of 1715 to engage in plundering raids, but he did not espouse the Jacobite cause. In 1717, Montrose induced the duke of Atholl, previously friendly to Rob, to capture him, but he escaped to the protection of the duke of Argyll. Rob later attempted to make peace with Montrose and with the Hanoverians and to deny culpability for his activities during 1715. However, he was arrested, imprisoned in Newgate, and in 1727 sentenced to be transported. He was pardoned and returned to Balquhidder, where he remained until his death.

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## Jean Baptiste Richardville

**Born:** In 1761 near the present Lakeside district in Fort Wayne

**Died:** August 31, 1841 and buried under the rites of the Roman Catholic Church, in the southern part of the present Saint Joseph's Cathedral Square, where his body remains

**His Life:** Chief Jean Baptiste Richardville (Pechewa) was the son of Joseph Drouet de Richardville, who was a French-Canadian trader and often called the first white settler of the site of Fort Wayne. His mother was Tahcumwah, the sister of Chief Little Turtle, who was responsible for developing her son's keen business sense, which resulted in

his becoming the wealthiest Indian in the United States.

Richardville grew up in Kekionga, the capital of the Miami nation, which is the present-day Lakeside area. Although Richardville was a peaceful, timid man, he rose to become the civil chief of the Miami Indians. He was associated with Little Turtle, who was the war chief of the Miamis. He was present at most of Little Turtle's battles and signed the treaty of Greenville with him.

Building upon the trade developed by his mother, he secured a near-monopoly of the portage business between the St. Mary's and Wabash Rivers. During the troubled days of the War of 1812, the sympathies of the Indians were with the British, and Richardville fled with his family to the British lines and remained there without taking an active part in the fighting. In 1814 he returned and soon was licensed by the government to trade at Fort Wayne with his office headquarters on Columbia Street. Here he prospered and became one of the active and leading citizens in the newly platted town of Fort Wayne.

As the influential civil chief of the Miamis, he was the target of the efforts of government agents to get the Indians to agree to further land cessions and of traders who wished to get him obligated so that they might get control of valuable land in payment of debts without bidding for the land at public auction. Consequently, they made available to him and other tribal leaders, gifts, loans, and services. Richardville shrewdly learned to appreciate the value of land, and the traders, playing upon his self interest, were able to get his support for their numerous schemes. The government commissioners had to win Richardville's approval of any treaty they might propose and were obliged to provide lavish gifts and large individual reserves for him. Consequently, in the various treaties made by which the Miamis surrendered their lands in northern Indiana to the United States government, Richardville and his family were given preferential treatment. Thus, in the Treaty of 1840, when the Miamis agreed to move to the West, Richardville was allowed to retain his lands and to be richly rewarded as well.

The government built a large brick house for him on the reservation four miles south of Fort Wayne, where he lived with his son and three daughters amidst all the luxuries of the life of that time.

**Historic places in Fort Wayne related to Chief Richardville:**

- The "old apple tree" is located on Edgewater Avenue between La Fort Street and Loree Street. According to local legend, this spot designates where Richardville was born. The tree was notable for not being native to the area.
- The **Richardville House** is located at 5705 Bluffton Road.
- Richardville's Indian trading office was located on Columbia Street.
- The marker in the yard of the Cathedral where Richardville is buried is located at the Catholic Cathedral on Calhoun and Jefferson.
- The monument to Richardville is in the Catholic Cemetery on East Lake Avenue. It was erected by his daughters.

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<http://www.student.ipfw.edu/~aberam01/people.html>

# DAVY CROCKETT



"Be always sure you are right, then go ahead."

Davy Crockett, the celebrated hero, warrior and backwoods statesman, was born August 17, 1786 in a small cabin on the banks of the romantic Nolichucky River, near the mouth of Limestone Creek, which today lies about three and a half miles off 11-E Highway near Limestone, Tennessee.

David "Davy" Crockett was the fifth of nine children and the fifth son born to John and Rebecca Hawkins Crockett. The Crocketts were a self-sufficient, independent family.

Davy Crockett stands for the Spirit of the American Frontier. As a young man he was a crafty Indian fighter and hunter. When he was forty-nine years old, he died a hero's death at the Alamo, helping Texas win independence from Mexico. For many years he was nationally known as a political representative of the frontier.

The elder Davy Crockett, Davy's grandfather, left the settled lands of North Carolina and crossed the mountains into present-day East Tennessee, in search of fresh territory to settle. While his older sons were away with the Revolutionary army at King's Mountain in 1777, the grandfather and his wife, were two of a dozen or so settlers living near present-day Rogersville who were massacred by Creek and Cherokee Indians.

John, Davy's father, soon moved to Greene County where Davy was born. While Davy was still in dresses, his father moved the family to Cove Creek in Greene County, Tennessee, where he built a mill in partnership with Thomas Galbreath. When Davy was eight years old, the mill was washed away with his home. After this disaster John Crockett removed his family to Jefferson County where he built and operated a log-cabin tavern on the Knoxville-Abingdon Road. (This cabin has been restored and is now located at Morristown, 30 miles Southwest of Greene-

ville.) The young Davy no doubt heard tales told by many a westbound traveler - tales which must have sparked his own desire for adventure in the great western territories. In his dealings with his father's customers, Davy must also have learned much about human nature and so refined his natural skills as a leader. While Davy lived there he spent four days at the school of Benjamin Kitchen. He had a fight with a boy at school and left home to escape a "licking" from his dad.

He got a job helping to drive cattle to Virginia. In Virginia, he worked for farmers, wag-  
oners and a hatmaker. After two and a half years, he returned home. Davy was now  
fifteen years old and approaching six feet in height. In those days a boy either worked  
for his father or turned over his pay if he worked for others. Upon promise of his free-  
dom from this obligation, Davy worked a year for men to whom his father owed money.  
After working off these debts of his father's he continued with his last employer. He of-  
ten borrowed his employer's rifle and soon became an expert marksman. From his  
wages he bought new clothes, a horse and a rifle of his own. He began to take part in  
the local shooting contests. At these contests the prizes often were quarters of beef. A  
contestant would pay twenty-five cents for a single shot at the target and the best shot  
won the quarter of beef. Davy's aim became so good that more than once, he won all  
four quarters of beef.

The son of Davy's employer conducted a school near-by, to which, for six months,  
Davy went four days a week and worked two. Except for the four days he had attended  
school when he was twelve, this was all the schooling Davy ever had.

Davy Crockett was licensed to marry Margaret Elder in 1805, but this license was  
never used. However, he was married to Polly Finlay in 1806, just after his twentieth  
birthday. They lived for the next few years in a small cabin near the Crockett family,  
where their two sons, John Wesley and William, were born. After Polly Finlay's death  
in 1815 he married Elizabeth Patton, a widow.

He was commander of a battalion in the Creek Indian War in 1813-1814. He was a  
member of the Tennessee legislature in 1821-1822 and again in 1823-1824, and of the  
twentieth Congress of the United States in the years 1827-1829, in the twenty-first

Congress, 1829-1831 and again, in the twenty-third Congress, 1833-1835. To be a representative in the Tennessee legislature and then serve honorably as a member of Congress of the United States, was quite a feat for one with less than six months schooling. His motto was, "Be always sure you are right, then go ahead."

While he was a member of the legislature in 1821, the Governor had invited the entire legislature to dinner. A death had occurred and to receive the guests became the duty of the Governor and his twelve year old daughter. The members of the legislature had arranged to arrive as early as possible at the Governor's mansion to witness the arrival of Col. Davy Crockett. The eccentric backwoodsman, or bear hunter, as they called him, came promptly. Having arrived, the Governor presented his daughter to Col. Crockett. He took her by the hand and remarked to the Governor, "When I like a man, I always love his children," and kneeling down, he kissed her, saying, "God bless you my child". He arose no more the backwoodsman or bear hunter, but the most amiable, independent and courageous man in the Tennessee legislature, and such he proved himself to be.

His first, or original, gun is in Jefferson County and has been since 1806. His rifle "Betsy", presented by the Whigs of Philadelphia in 1834, is at Nashville, Tennessee. The tomahawk, or hatchet, presented in 1834 with a rifle, is in the Smithsonian Institute in Washington, D.C.

In March, 1836, Davy Crockett, with 139 others, was massacred at the Alamo. Usually, in battles, someone is left to tell the story, but the Alamo had no one. One hundred and eighty-seven men for eleven days withstood the Mexican army of the despot, Santa Anna. When the battle was done, all of the one hundred eighty-seven brave Americans, including Davy Crockett, lay dead on the ground; but with them also lay over two thousand Mexicans, who had died at their hands.

Yes, Davy Crockett of Tennessee, went far in his day by his own effort and achievement, and rose high in the esteem of his fellow men - from the humblest of beginnings, as is attested by the rough-hewn native limestone slab, still to be seen at the site of his birth in upper Greene County, near Limestone, in East Tennessee. His tombstone

reads: "Davy Crockett, Pioneer, Patriot, Soldier, Trapper, Explorer, State Legislator, Congressman, Martyred at The Alamo. 1786 - 1836"

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Courtesy Davy Crockett Birthplace  
1245 Davy Crockett Park Road, Limestone, TN 37681  
Phone: (615) 257-2167**

**Tourism Council-Chamber of Commerce, Davy Crockett Birthplace Assn.  
115 Academy St., Greeneville, TN 37743**

**Tennessee Dept. of Environment & Conservation, Bureau of State Parks  
401 Church St., 7th Fl., Nashville, TN 37243-0446  
Phone: (615) 532-0001 or 1-800-421-6683.**

Feel free to contact these sources should you want additional information.

From <http://www.americanwest.com/pages/davycroc.htm>

## Albert Smith White

WHITE, Albert Smith, senator, born in Blooming Grove, Orange County, New York, 24 October, 1803 ; died in Stockwell, Tippecanoe County, Indiana, 4 September, 1864. He was graduated at Union in 1822, in the class with William H. Seward. After studying law he was admitted to the bar in 1825, and soon afterward removed to Indiana. In March, 1829, he opened an office in Lafayette, where, and in the neighboring town of Stockwell, he resided until his death. During the session of 1828-'9 he reported the proceedings of the Indiana legislature for an Indianapolis journal, the first work of the kind that had been done in the state. In 1830-'1 he was assistant clerk of the Indiana house of representatives, and from 1832 till 1835 he served as its clerk. In 1832 he was a candidate for congress in opposition to Edward A. Hannegan, but was defeated. Four years later he was elected, serving from 4 September, 1837, till 3 March, 1839. The year before he had been an elector on the Whig ticket. In 1839 Mr. White was elected to the United States senate as the successor of General John Tipton. There were three candidates, and he was not chosen until the 36th ballot. In the senate he opposed the annexation of Texas, as well as every other measure that tended to extend the area of slavery. He was also active in securing grants of land to aid in the extension of the Wabash and Erie canal. On the expiration of his senatorial term in 1845 he resumed the practice of law, but soon abandoned it to become actively engaged in the construction of railroads. He was president of the Indianapolis and Lafayette road from its organization until 1856, and for three years was also at the head of the Wabash and Western railway. In 1860 Mr. White was elected to congress as a Republican, and served from 4 July, 1861, till 3 March, 1863. He was made chairman of a select committee whose duty it was to consider the question of compensated emancipation, and reported a bill appropriating \$180,000,000 to pay-loyal owners for their slaves, and \$20,000,000 to aid in the colonization of the freedmen. This measure was recommended and supported by Mr. Lincoln with all the influence of his office. In presenting the bill, Mr. White accompanied it with an elaborate report on slavery

as a social and political problem. He contended that the white and black races should be separated, and the latter colonized in the equatorial regions of America. He also assured the south that if his proposition were not accepted, their slaves would ultimately be taken from them without compensation. Mr. White, at the close of his term, failed to secure a renomination, mainly on account of his action on this question. He was named by the president one of three commissioners to adjust the claims of citizens of Minnesota and Dakota against the government for Indian depredations. On the death of Caleb B. Smith, 7 January, 1864, President Lincoln appointed Mr. White United States judge for the district of Indiana, but he lived to discharge the duties of the office only a few months.

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