

Chapter VII

**John Titchenal and wife Rebecca leave for Missouri
with their two young children, Mary Ellen and William Henry**

Many of **Thomas Harbert, Jr.**'s children left Harrison County after their father died in 1818. Some before their father's death. His oldest son, Thomas Harbert III was living in Champaign county, Ohio before 1820. Other Harberts followed him there.

John and Rebecca Titchenal, also left Harrison County early. We don't know if they left before or after **Rebecca's** father died. There are no records that tell us when they left, or why. But, they were on the tax rolls in Gasconade Township, Franklin County, Missouri in 1819. They were living in a log house near the fort at Belle Point (Fort Smith), Arkansas Territory before Feb. 1822. The first white child born in the Fort Smith area was their daughter, Sarah Ann, on December 23, 1823.

Their first child, Mary Ellen, a beautiful little girl, was born August 8, 1815 in Harrison County, Virginia. In 1835, Mary Ellen, was described by her husband in Arkansas as "a beautiful little prairie wild flower and her beauty did not interfere with the sturdy qualities necessary for a pioneer wife and mother." We can assume her mother, **Rebecca**, had the same pioneer qualities and was also beautiful. Their second child, my great grandfather, **William H. Titchenal**, was born January 2, 1817, also in Harrison County.

William turned out to be an adventurer in his own right. He told of his travels in a biographical sketch for the book, *The History of Orange County , California*:

William, said, "I was born in Harrison County, West Virginia on January 2, 1817, a son of **John R. Titchenal** and **Rebecca (Harbert) Titchenal**, both natives of West Virginia. My father, a blacksmith by trade, moved to Missouri in 1819, and in 1833 to the vicinity of fort Smith Arkansas, where he died January 16, 1831." (1833 has to be a mistake; **William's** sister was born in the vicinity of Fort Smith in 1823, and his father, **John** died in 1831.)

John and Rebecca's son, **William** was born in Virginia, January 2, 1817. They must have waited, a month or more (at least until Rebecca and the new baby were ready to travel) before they left Virginia. To be living in Missouri in 1819, they had to have made the trip to Missouri sometime before or soon after **Rebecca** learned her father, **Thomas Harbert, Jr.** had died (in the summer or fall of 1818). Whatever happened, her father's death, and her brother's move to Ohio in 1814, did not diminished **John and Rebecca's** wanderlust or adventuresome spirit.

(Note: There is some speculation by Fort Smith historians, but no records, that **John Titchenal** (like his brother William, who enlisted in 1814 and was discharged in 1815) may have enlisted in the army during the war of 1812. He could have stayed in the army and was sent to Missouri in 1819, and later with the army in Fort Smith. But, this is unlikely as his wife, **Rebecca**, had a daughter, Mary Ellen, in 1815 and a son, **William H.**, in 1817, both in Harrison County.)

Thomas, Jr.'s death was also be the start of a drama and a contest to control his property. The contest was between **Thomas Harbert, Jr.'s** children (in Ohio, Illinois, Missouri and Arkansas), and their mother, **Hannah**, and her second husband, Isaac Hagle, and a Harrison County man by the name of Henry Corothers.

During the same period their cousin, Isaiah Harbert, (a son of their uncle Samuel Harbert) attempted to buy **Thomas Harbert, Jr.'s** Virginia property from the heirs. His effort to purchase the property would last for almost thirty years.

Rebecca Titchenal had six brothers and five sisters, and many uncles, cousins, etc. in the Lumberport, Harrison County, Virginia area. While many Harbert relatives stayed in Harrison County, at least five of her siblings left, as did many of her cousins. Her brother, Thomas, was living in Champaign County, Ohio before 1820. Her brother, William and a cousin, John, lived there before 1830. Her Brother Elisha married in 1823, lived for a while in Champaign County and moved to Allen, Ohio after 1830.

Some of **John Titchenal's** uncles (of his mother's family, the **Buckalews** or **Buckaloos**) had also moved to Ohio before 1820, probably around 1815. We don't know when or why **John Titchenal** and **Rebecca** actually decided to move to Missouri. However, their interest in the west shouldn't be surprising. The western movement of America was the talk of the country. Missouri had been part of the Louisiana Purchase of 1803. The War of 1812 ended in 1814 and America acquired more land. The national road was complete from Baltimore, Maryland to Wheeling, Virginia in 1817.

The second war with England, 1812-1814 had been a depressive period for business and the economy. After the war was over, the government stimulated the economy by offering the new lands at \$2.00 an acre, with 25% down and four years to pay. Talk about the western lands became the major topic again.

The works of Jedediah Morse, America's first geographer, together with the exploits of Lewis and Clark, and a number of books by western travelers, kept the country fascinated with Missouri, said to have been blessed by nature. Travelers talked as though Missouri was a second Eden. Timothy Flint, an early author, wrote about a happy combination of the splendors of nature and the heroics of men. He made Daniel Boone one of Missouri's great figures. Boone came to Missouri early, after being swindled out of his Kentucky property. Flint's writings were widely circulated, and **John** and **Rebecca** may have read them.

Some other reasons for the country's interest may be explained by the following information taken from the book, *Missouri, A History* by Paul C. Nagel:

"In late 1819 the Missouri territory included all of the 'Louisiana Purchase' with the exception of the segments organized as the state of Louisiana (1812) and the Arkansas territory (1817). No one had more expectations for the Missouri region than Thomas Jefferson. He purchased it from France in 1803. At that time in addition to the Indians, it had 10,000 people 1,500 of whom were black. By 1818 it was estimated to have 2,000 to 3,000 slaves.

Jefferson believed the land east of the Mississippi river afforded ample space for the nation's white civilization and took the acquisition of the Missouri to be the solution to the future of the red man. He proposed a dramatic plan. All white settlers who had entered the area under the French and Spanish would withdraw to the east across the Mississippi and all Indians would be taken west into Missouri, there safely remote from the white man. Jefferson expected the Indians to change their culture from hunting and fighting to farming and herding. During the time it took them to become "civilized" Jefferson saw their presence as a buffer between the United States and the Spanish and English empires which lay beyond.

One of the delightful ironies about Missouri's early history is that the president whom

Missourians came to revere as their great benefactor, and for whom they would name their capital city, had intended to order the white settlement to retreat from Missouri. He wished to delay the settlement and establishment of American life in Missouri for at least a century. Peering westward into the little-known Missouri from his quiet retreat in Monticello, Jefferson dreamed of a slow deliberate movement of America's frontier through the valleys of the Ohio and Tennessee river.

Meanwhile out of conflict's reach, the Indians all in Missouri would undergo a transformation. It was a sublime concept, worthy of Jefferson's best moments of philosophic repose on his mountain top. The theory seemed perfect, and the president foresaw the attainment of peace throughout America as a result.

Jefferson's plan proved once more how noble hopes clash with cruel circumstance. There was a sizeable population and even a bit of worldliness already existing. St. Louis, St. Genevieve, St. Louis, and Cape Girardeau had been founded in the 16th century. Already many newly arrived Kentuckians had already begun to have a profound impact upon Missouri. For these new Missouri citizens, the challenge after 1803 was not to selflessly abandon their places in Missouri to Indian acculturation, but to persuade the new American government to confirm the numerous bequests of land which the Spanish authorities had lavishly distributed in their last moments of rule.

Jefferson soon learned of the vigorous outlook of the Missouri settlers, many of whom had been in the region for a generation. He also discovered the terms of purchase required that the inhabitants west of the Mississippi must quickly become American Citizens. There were also rumors that Napoleon regretted his decision to sell Louisiana and hoped that an American delay or blunder would permit him to abrogate the agreement.

The 1803, Louisiana Purchase' was becoming popular as news of it spread throughout the America, Jefferson decided he had no choice but to hasten Congress into session for swift approval of the enormous real estate deal. He sadly laid aside a proposed constitutional amendment which would have indefinitely postponed white settlement and statehood for Missouri.

Quickly putting aside his disappointment in making Missouri an Indian kingdom, Jefferson renewed his interest in the land, after learning about the land stretching beyond the Mississippi. To satisfy his and the nation's curiosity, he launched one of the most famous explorations in the history of discovery. Meriwether Lewis and William Clark began their famous trip along the Missouri River. Their expedition from 1804 to 1806 had many marvelous results, not the least of which was the ripening of America's appreciation of the Missouri region and tempting many new settlers into the countryside beyond St. Louis.

Jefferson's successor James Madison, turned to Meriwether Lewis to govern the territory. Lewis became Governor in 1807. He appeared to feel personally the difficulties of the Indians in the area as well as the need to keep in touch with the distant federal capital. To the early Missourians, he seemed unsympathetic with impatient traders and settlers and overly concerned with Indian rights.

A despondent Lewis decided in 1809 to travel to Washington and attempt to dispel confusion over his personal expenditures. Evidently his courage bowed to his melancholia, for in western Tennessee he died, an apparent suicide.

A happier spirit and career belonged to William Clark. He shared a profound regard for the Indians and their rights and because of his talents as a frontiersman the Indians in turn admired him and trusted him. He was known as the red headed chief. He served as territorial Governor from 1813 to 1820, However when the state elected its first executive Alexander McNair, they made it clear that very few Missouri voters shared his regard for the Indians."

In *The Missouri, Rivers of America* Stanley Vestal states:

"Steamboats reached St. Louis on the Mississippi in 1817. Then the question was: Can boats navigate the Missouri? Is the river navigable? George Fitch said too many people tried to change the river to conform to the steamboat. The Missouri river steamboat should be shallow, lithe, deep-chested, and exceedingly strong in the stern wheel. It should be hinged in the middle and should be fitted with a suction dredge that when it cannot climb over a sand bar it can assimilate it. The Missouri river steamboat should be able to make use of a channel, but should not have to depend upon it.

A steamer that cannot, on occasion, climb a steep clay bank, go across a cornfield and corner a river that is trying to get away, has little excuse for trying to navigate the river. Clearly what they needed was today's army amphibious boat, the duck-with armor against snags, an airplane propeller, and machine guns for the Sioux. It is surprising they didn't work something out. The pioneers already had the prairie schooner. The bed of the schooner was water tight and often used to ferry rivers.

Even Abraham Lincoln patented a device for lifting steamboats off submerged bars. He planned to use inflatable balloons of cloth attached to the sides of the boat. It was never tried but it shows the extent to which the problems were recognized.

In 1818, Colonel Elias Rector, took a chance and organized a steamboat company; He bought a steamboat named the Independence and paddled up the river. The Missouri Intelligencer, May 2, 1819, reported the event:

'With no ordinary sensations of pride and pleasure, we announce the arrival of the elegant steamboat, Independence. Captain Nelson, in seven sailing days (but thirteen from the time of her departure) from St. Louis, with passengers, and a cargo of flour, whiskey, sugar, iron, casting, etc. The Independence is the first steamboat to ever attempt to ascend the Missouri. She was joyfully met by inhabitants of Franklin, and saluted by the firing of cannon, which was returned by the Independence. The grand desideratum, the important fact is now ascertained, that steamboats can safely navigate the Missouri river'.

She had made 200 miles in eighty-four sailing hours. She went beyond Franklin as far as Chariton. A proud event in the history of Missouri. At a Franklin dinner that night no less than twenty three toasts were drunk, including one to General Jackson, optimists proclaimed that the time was near when a trip to the Pacific would be more commonplace than a trip to Kentucky or Ohio had been twenty years before.

Later that same year a military expedition under the command of major Stephen H. Long set out from St. Louis to establish posts along the river, and to make scientific observations. There was great excitement through the valley when his boats arrived in St. Louis. A story went around that the government had ascertained that a passage through the Rocky mountains existed at the head of the Missouri and only a distance of five miles separated those headwaters and the headwaters of the Columbia flowing to the Pacific. The story went around that the "Western Engineer", Major Long's flagship, was to be taken to pieces and carried over the mountains, rebuild and floated down the Columbia. Thus America would traverse the continent by water. It was the old dream of the northwest passage.

Missouri adopted a constitution June 26th 1821 and became a state on Aug. 10, 1821, after Congress passed the Missouri compromise, March 3, 1820. The compromise provided that Maine was admitted as a free state and Missouri as a slave state."

John and Rebecca Titchenal's trip to Missouri

Thomas, Jr. died sometime before November 20th, 1818. Part of his personal estate was sold that day for \$409.00. The rest of the estate took years to settle. **John** and **Rebecca** probably were considering the move west to see this enticing country themselves., even before **Rebecca's** father traveled there. No matter what the reasons, I believe **John Titchenal** and **Rebecca** left the Lumberport, Harrison County area as soon as possible after January 1, 1817, whenever **William**, and **Rebecca** were able to travel.

If there had been enough rain, and the water was high in the West Fork of the Monongalea River, John could have outfitted a flatboat for his family a let the current carry them all the way to Pittsburgh, where the river meets the Ohio. This would have been a great way to make the trip all the way to Missouri.

However, during the year of 1817, the "National Road" was completed from Baltimore to Wheeling, Virginia, on the bank of the Ohio River. Stagecoach and freight lines were soon established. The road passed through Cumberland, Maryland close to where **John** was born and where both **Titchenal** and **Buckalew** relatives still lived. **John** could have gone either way, but it is likely **John** took his family up to Maryland to say good-bye to his relatives and over the new road to the Ohio River.

They could have gone as far as Wheeling, Virginia by stagecoach or wagon. At that time, from Wheeling west, the so-called "National Road" was not improved and little more than an Indian trail in many places. To continue west by wagon they would have had to cross the Ohio by ferry, then travel through Ohio, Indiana and Missouri Territory to St. Louis. It would have been a long and dangerous trip. With Mary Ellen only two or three years old and **William** a year old or less. **John** and **Rebecca** must have decided it would be better to travel to Missouri by river boat.

Ohio river traffic was heavy by 1817-18. Even though the first steamboat had made one trip down the Ohio to New Orleans in 1811, and other steamboats had reached St. Louis by 1817, flat boats were still the principal means of transportation in 1818 and 1819. **John** and his family might have made the trip to St. Louis by steamboat, but it's more likely they went by flat boat. John had built and handled flat boats for his father on both the Potomac and Monongahela Rivers in Maryland and Virginia and felt comfortable with them.

The book, *The Ohio*, by R. E. Banta, describes riverboat travel around 1818. It was still very hazardous at that time. One of four methods was employed;

"The cheapest travel was chosen by Greenhorns called "rafters". they lashed together any number of logs or timbers from six up, built a lean-to on one end, loaded on their scanty household effects if they were emigrants, or trade goods if commerce was their aim, and floated down stream. They were practically at the mercy of the current and its many random whims sent them butting and nosing whatever came their way, from the shore line to passing boats.

Just above the rafter in social scale came the emigrant flatboat man. He might never have seen navigable water until he embarked on it but his boat made some pretense of answering her helm, and sometimes, if he was affluent and cautious, he would hire a pilot. Just above him came the cargo flatboats, which while built for a one way trip downstream, were usually commanded by someone who had made the trip before.

The bulk of emigration westward on the river, by more substantial people, was by flatboat. Building such crafts became an important industry. At Pittsburgh or Wheeling, flatboats could be built to survive almost any amount of banging, which even the island studded Ohio could give them. Some were scarcely able to float their own weight in moderately rough water. They were thrown together with a combination of green or rotten planks and shoddy workmanship.

Emigrants were warned against purchasing the latter article by newspapers, land agents' emigrant's guide books, and well disposed riflemen.

Cargo flatboats were something else again. They were built to order by the jobber of produce who supplied the cargo. No chances were taken in their construction and the wood was carefully selected in order to be salable at New Orleans.

High on the scale were the keelboats manned by rough, tough and loud talking keelboat men. The keelboaters were the aristocracy of the early day; their gaudy life the preference of every ten-year old boy and the secret envy of his grandfather. They were, by their own admission, the genuine "ring-tailed snorters" from way back; children of calamity and bearers of ill tidings who could lick their weight in grizzly bears with their bare teeth while handcuffed, who would out drink, out-fight, and out-cuss any thing in this world or the next. The reasons for this necessary supremacy in matters of strength and stamina? Why, solely they poled, rowed, or snaked their boats upstream as well as steered them downstream. They were the official cargo carriers of upriver commerce until an even more fiery monster, the steamboat, took over."

We don't know the cost of a flatboat when **John** and his family took their trip down the Ohio River, but during the war of 1812 the construction of keel and flatboats upon the upper river had been proven to be the safest and most profitable for business, and the demand of commerce and travel kept pace with the production. Flatboats were favorites at first. As commercial carriers they were capable of passing from Pittsburgh to the Mississippi in fifteen days; as emigrant boats they could be purchased in Pittsburgh at \$1 to \$1.25 per foot. \$35 for an average size boat.

R.E. Banta continues:

"The first ocean going vessel, a brig of 120 tons, was built by Commodore Preble at Marietta, Ohio in 1798 or 1799. The Commodore sailed her down the Ohio and Mississippi, across the gulf to Mexico and Cuba and then to Philadelphia, where she was sold. A few others tried to build ocean going vessels but the endeavors did not meet with success until much later.

Actually the steamboat had been proven as early as 1787, when James Rumsey had taken several ladies and a little girl on the first steamboat ride in history. General Green saw it and exclaimed, "My God she moves". It moved for two hours up and down the Potomac River until it ran out of steam, (Rumsey hadn't included a stop valve). Other steamboats were tested by both John Fitch and Robert Fulton in the 1790s also on eastern waters.

The New Orleans, Ohio river's first steamboat, (the first on western waters) was built at Pittsburgh by Nicholas J. Roosevelt in 1811. Other boats were built during the war of 1812, and by 1816 there may have been as many as a dozen steam powered vessels on the western waters, all deep keel type boats. The first steamboat to become truly practical was the G. Washington, built by Captain Henry Shreve in 1824.

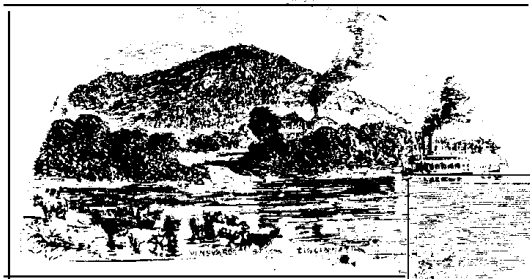
The G. Washington had a steam engine with vertical oscillating type cylinders which allowed the engine to be placed above deck rather than in the hold. This permitted a shallow, flatboat like hull to be substituted for the deep-keeled type previously used. This was very

significant as it allowed the boat with little or almost “no draft” to be used in shallow sections of the river, and small tributaries. and later in shallow rivers like the Missouri. By 1835 some 684 steamboats had been built in the west-including 304 in Pittsburgh”.

John and his family arrived at Wheeling and the Ohio River worn and weary from the punishing journey across the mountains They had jolted over the rocky road in a wagon for several weeks with only a stop at **John's** relatives in Maryland. John had been raised along the Potomac and West Fork of the Monongahela Rivers and he knew boating so he was glad to see the river.

John was surprised at the number of people trying to sell their wagons and waiting for boats. **John** finally sold their wagon and found two other families that planned to go as far as St. Louis, They agreed to share a large flat boat with an experienced pilot. **John** and the other men agreed to help as crew members.

Views along the Ohio River trip.



*River traffic comprised every type of craft—
from simple raft or flat-bottomed keelboat,
called “broadhorn”—steered by long oars . . .*



They didn't realize it at time, but they were at the front of the great American westward movement. The Ohio River became the. current that carried the greatest tide of settlement and expansion the world has ever known. All their lives they would remember that shining road, like a gift, like a promise, like God's providence in an unfeeling world.

They felt great about traveling on the river, but at times they found the trip down the river difficult and scary, other times, exciting and beautiful. (In fact the name Ohio comes from the Wyandotte Indian word, “O-He-Yo”, meaning “fair to look upon.

In the early 1800s, the Ohio River villages of Marietta, Cincinnati, Louisville, and Evansville were still small, with not much more than 3000 people combined. Even so, they were busy ports. Thousands of settlers lived in every neighboring creek and river valley and freight traffic had grown very large.

John and **Rebecca** saw many sights they had never seen before. They knew that some of their relatives were already settled farther north in the state of Ohio, and they may have wondered if they should go all the way to Missouri, but the thought of unexplored cheap land

pushed them on.

By 1819, St. Louis was a village of 4000 people likely the largest town they had seen (unless they had traveled east to Baltimore or Philadelphia sometime in the past). All we know for sure is, they traveled on to Gasconade Township, Franklin County, Missouri. They were on the tax rolls there in 1819. Gasconade is on the Missouri River about 90 miles up river from Alton, Illinois at the mouth of the Gasconade River. As noted above, in Stanley Vestal's *The Missouri, Rivers of America*, the "Western Engineer", the first stern-wheeler built that could navigate the narrow channels of the Missouri River, first ascended the river in 1819. Maybe they shared in the excitement of the day.

How long they were in Missouri we don't know because the next record places them in Sebastian County, Arkansas Territory in 1823 when their daughter Sarah Ann was born on December 23rd. No birth, death records or the names of three other children have ever been found, but based upon family stories [see Chapter VIII] and Arkansas census records, they had three other children during the six years and ten months between the birth of **William** in January of 1817 and Sarah Ann in December of 1823. A son was probably born in 1818 or 1819, another child in 1820, and one more in 1821 or 22. We can only speculate where these children were born, it was most likely Missouri, but it could have been Virginia or Arkansas.

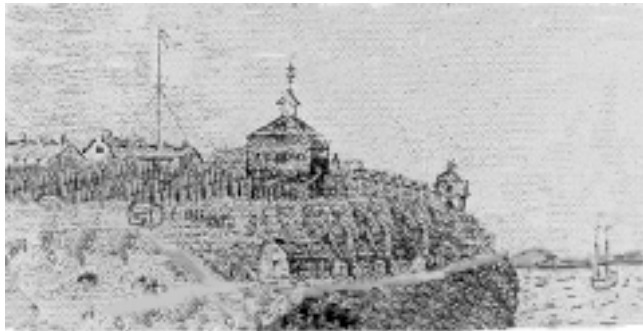
It would have been a long and difficult and time consuming trip, but they might have even gone back to Virginia before going to Arkansas. In April, 1821, **Rebecca** loaned her brother Elias \$79.00 in Harrison county, Virginia; so, she must have been in touch with her family at that time. **Rebecca's** brothers were having trouble trying to get the children's share of their father's estate and a suit was filed in 1822 against their mother, **Hannah**, and her second husband Isaac Hagle. It is not known if **Rebecca** or **John** (and family) went back to Virginia to be a part of the fight for her share of her father's estate or if the loan and other transactions were handled by mail.

History tells us, land speculation came to an abrupt end in the panic of 1819. The most severe effects of the depression were felt in the western states, among them Missouri. The nation was in economic prostration after the panic, and in 1820, cash was required for land sales. Land was offered at public auctions. Bidding started at \$1.25/acre. Land not auctioned was "offered lands" and could be bought at any time for the bid starting price. The minimum purchase was reduced to 80 acres.

All of these things were on their mind and the depression must have affected the **Titchenal** family. They must have left Missouri at least by 1822 to go to Arkansas, perhaps to find the land **Rebecca's** father was looking for when he died. We next find them at Belle Point, on the Arkansas river, in the Choctow and Cherokee Indian nation. The river boats did not make it all the way up the river to Belle Point until a few years later. The only methods to travel to Fort Smith, at that time, were by trail on horseback or rivers by canoe through almost



"Carvaniol Mountain"
Typical of countryside surrounding Belle Point
from Thomas Nuttall's *A Journal of Travel
into Arkansas Territory during the year 1819.*



The first Fort Smith at La Belle Point
built December 1817 to January 1818

priests that traveled these waters for many years. The bluff was the site of a small stockade built by Bradford and his men.

Called Fort Smith, it was built in 1818/19 to try to bring peace between the warring Osage and Cherokee tribes. It was a lonely and isolated station, the most western fort in America, only 132 feet square with two block houses. The army garrison station there was too small for its task, never numbering more than 64 men. The single company did an incredible job for four years until 1822, when Colonel Arbuckle arrived to take over the fort.

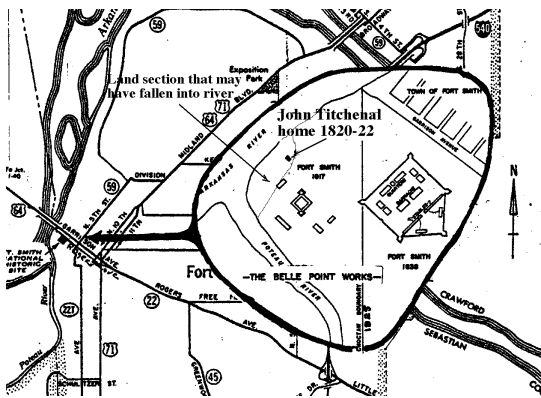
untouched country. They must have traveled from Missouri by horseback or wagon over one of these untouched land trails.

Fort Smith was started when Major Bradford and his men arrived on Christmas day in 1817 at a bluff overlooking the juncture of the Poteau and Arkansas Rivers, named "La Belle Point" (beautiful point) by French trappers, traders and Jesuit



Fort Smith 1820, by painter with
Major Long's expedition

It is true that Sarah Ann was born in Sebastian County, Arkansas on December 23, 1823 to **John** and **Rebecca**, and it is likely **John** was there when General Arbuckle arrived in 1822 or before, I do not know where the author, Elsa Vaught, obtained this information, but the book, *Captain John Roger, Founder of Fort Smith*, states:



"When General Arbuckle arrived at Fort Smith in February 1822 he found a farm of 80 acres, with 100 bushels of corn, 100 head of cattle and 400 hogs. The Sutler's house (the civilian supplier to the Army Fort) stood near the fort. Along the river bank were a few huts and houses of the settlers and fur traders. The house of **John Titchenal** stood just below what is now the eastern approach to the Missouri Pacific railroad bridge. **John Titchenal** is remembered especially because Sarah Ann Titchenal, born December 23, 1823 is said to be the first white child born in the Fort Smith area. A historical monument has been erected in Sarah

Ann Titchenal's honor at the location of **John's** home, near what is now the historical site of the old army garrison".

Probably **John R. Titchenal** and his family were living on his homestead near the fort when Colonel Arbuckle arrived. John may have also been the blacksmith for the community and the fort as there was no village or town at the time.

The Titchenal Saga

The Rivers Run West

Sarah Ann's birth must have been difficult for **Rebecca**. In 1823, Fort Smith was still a very lonely frontier outpost. **William** was only six years old when his sister, Sarah Ann, was born and his older sister, Mary Ellen, was only eight. **Rebecca** also had at least one other small son about four or five years old. Her other two children may have been with her or died earlier. **Rebecca's** only help during the birth of Sarah would have been from her husband, **John**, their children or the neighbors.

The fort was abandoned in 1824 when the center of hostilities moved eighty miles farther west to Fort Gibson, most of the troops also left. John may have moved at that time across the Arkansas River or later when the site of the home where Sarah was born fell into the Arkansas river. He located at the mouth of the Sallisaw River, a number of settlers were living there at that time. He was forced to move again when the treaty of 1825 was signed with the Choctaw Indians. It established a new boundary line. **John's** cabin was on the west side of this line and all squatters were made to move.

John had considerable experience with river flat boats, as a boy and young man in both Maryland and Virginia, as well as his trip west on the Ohio, Mississippi and Missouri Rivers. So, the article published in the *Southwest Times Record* in the May 1, 1922 paper is probably true:

"In 1825, when the white settlers had to move from Indian Territory; **John Tichenal** built a raft on which he placed the bed of his wagon and ferried his family and household goods across the river. He then swam his livestock across. The crossing was made at a ford eight miles above Fort Smith. He then entered the Gum Springs tract, near what is now Fort Smith".



FIRST WHITE CHILD
HERE WAS BORN SARAH ANN TICHENELL
IN 1823 THE FIRST WHITE CHILD BORN IN
FORT SMITH
ERECTED AS A PUBLIC SERVICE
THE NOON CIVIC CLUB

A historical monument has been erected in honor of Sarah Ann Tichenell. As the presumed actual site of **John Titchenal's** first home fell into the river, the monument

is located at a site near the present fort assumed to be about where it was located in relation to the old fort.

In spite of the fact that all references to **John Titchenal** and his descendents in Fort Smith are spelled Tichenell or Tichenal, We know **John** actually spelled his name **Titchenal**.

(See his signature in appendix)



Fort Smith 1988