

Lovina Jones—Historical Information

Compiled by Richard W. Walker

Conversion

Prophet of the Jubilee

August 1846 issue: A conference of the Church of Jesus Christ of Latter-day Saints was held at Merthyr Tydfil, Glamorgan, Wales, on Sunday, July 12, 1846. “Brother Ebenezer Morris said that several preachers with him were getting on successfully in Pontypridd, Dihewyd, Llantrisant, etc., and several had been baptized since the last conference, and that they had hopes of many more soon. All agreed that it was from the preachers and professors of the sects that they had the cruelest persecution; and in some places, that it was men without religion who prevented them from being stoned by the believers.”

February 1847 issue: In a summary in the of ongoing missionary work, it was reported that “Elder William Evans, Dihewyd, has gone to Pontypridd, and others with him; and the gospel is being preached there weekly.”

July 1848 issue: In a letter from Merthyr Tydfil dated June 21, 1848, Elder William Morgan reports: “The gospel is having general success in these environs. Seven were baptized in Pontypridd lately; and several in Dowlais, Cardiff, Aberdare, etc.”

August 1848 issue: An annual conference of Wales was held in Merthyr Tydfil on July 16 and 17, 1848. The report stated: “Then the following places were established as branches, and the following persons to watch over them: Pontypridd—Elder John Phillips, president; Swydd Ffynnon—Elder B. Evans, president; Twynyrodyn, near Cardiff—Elder William Thomas, president; Llanfabon—Elder Robert Humphreys, president; Cefnmawr—Elder John Davies, president; Nash Point—Thomas Llewelyn, president; Peel—Elder John Bowen, president.” In the statistics as reported, the Pontypridd Branch was listed as comprising 1 elder, 3 priests, 8 members baptized in the past six months, and 18 members total.

General Council Book, Glamorgan East Conference

In March 1852 Thomas Pugh, President of the Eastern Glamorgan Conference, announced that the Conference would be divided into four districts, one being the Newbridge District. The Newbridge District would consist of the branches of Newbridge, Llanfabon, Dinas, Llantwit Minor, and Treforest.

Meeting of the Eastern Glamorgan Conference, October 3, 1852: Statistical reports for the various branches were presented. The report for the Pontypridd (Newbridge) Branch listed 12 elders, 6 priests, 5 teachers, 5 deacons, 6 baptized recently, and 97 members total.

Emigration Movement

General Epistle of the Twelve Apostles—

to the Church of Jesus Christ of Latter-day Saints, scattered throughout the world

December 23, 1847

“Gather yourselves together speedily, to this place, and if possible be ready to start from hence by the first of May, or as soon as grass is sufficiently grown for the animals, and to go to the main city, carrying as much provision with you, if possible, as will sustain you until you produce more from the earth. Let all Saints who have been scattered from Nauvoo, and other states, gather immediately to the east bank of the Missouri River, bringing with them all the stock, and other young animals, that they can buy. Also let all the Saints in Canada, and the United States, come as quickly as circumstances permit, together with their wealth, and all things needed for the purpose of colonizing in a new land. . . .

“To the Saints who are in England, Scotland, Ireland, and Wales, we say— Emigrate as speedily as possible to this vicinity, looking to, and following the counsels you receive from the presidency in Britain; take ships to New Orleans, and steamboats from there directly to Council Bluffs, which will save much expense. Those who have but little means, nor hope of getting any, will soon exhaust that means if they remain where they are; therefore, it is wisdom that they remove without delay, for there is here an abundance of land, on which, through just their labor, they can speedily better their condition. Let all who can of all the Saints from every part of the world come, and bring with them all kinds of seeds, vegetables, flowers, and plants of all kinds of trees; in short, of everything that will grow out of the earth. Also, the best variety of technical machines for farming or technical use, yes, everything that tends to comfort, bless, and promote the success of any people in the world. . . .

“Come, then, ye Saints; come, then, ye honorable men of the earth; come then, ye wise, ye learned, ye rich, ye noble, according to the riches, and wisdom, and knowledge of the great Jehovah; from all nations, and kindreds, and kingdoms, and tongues, and people and dialects on the face of the whole earth, and join the standard of Emmanuel, and help us to build up the Kingdom of God, and establish the principles of truth, life, and salvation and you shall receive your reward among the sanctified, when the Lord Jesus Christ cometh to make up his jewels; and no power on earth or in hell can prevail against you.”

General Council Book, Glamorgan East Conference

Council meeting of the Eastern Glamorgan Conference, July 11, 1852, William S. Phillips, President of the Church in Wales, presiding: “President Phillips rose and spoke on the necessity of gathering to Zion and swelling the Perpetual Emigration.”

Council meeting of the Newbridge District, Eastern Glamorgan Conference, August 16, 1852: “President Pugh rose and showed the necessity of putting in force the council given, especially in swelling the Perpetual Emigration Fund. He also spoke lengthy and edifying on the necessity of emigrating to the Salt Lake Valley. Elder Ellis followed on the subject of gathering. Very edifying.”

Across the Ocean

Emigration Records, European Mission, 1849-1885, 1899-1923

Jersey scheduled to sail to New Orleans February 4, 1853. Actually sailed February 5, 1853. 954 tons. Captain Day. George Halliday president of the company. Adults: 225. Under 14: 74. Infants: 14. Total: 313.

	Name	Age	Occupation	From	Reg.	Ack.
1.	Rebecca Davies	27		Wales	20 Dec 1852	23 Jan 1853
2.	William J. Davies	2		Wales	20 Dec 1852	23 Jan 1853
3.	Margaret Thomas	45		Wales	20 Dec 1852	20 Jan 1853
4.	Mary Thomas	19		Wales	20 Dec 1852	20 Jan 1853
5.	Richard Thomas	16		Wales	20 Dec 1852	20 Jan 1853
6.	Blanch Thomas	10		Wales	20 Dec 1852	20 Jan 1853
7.	Catherine Thomas	8		Wales	20 Dec 1852	20 Jan 1853
8.	Joseph Griffiths	63	collier	Wales	20 Dec 1852	21 Jan 1853
9.	Elizabeth Griffiths	63		Wales	20 Dec 1852	21 Jan 1853
10.	Thomas Griffiths	28	collier	Wales	20 Dec 1852	21 Jan 1853
11.	Elizabeth Griffiths	23		Wales	20 Dec 1852	21 Jan 1853
12.	Joseph Griffiths	25	collier	Wales	20 Dec 1852	21 Jan 1853
13.	Phoebe Griffiths	22		Wales	20 Dec 1852	21 Jan 1853
14.	Hugh Williams	29	collier	Wales	20 Dec 1852	20 Jan 1853
15.	Mary Evans	28		Wales	20 Dec 1852	20 Jan 1853
16.	John Owens	19	miner	Wales	20 Dec 1852	21 Jan 1853
17.	John Morris Sr.	59	builder	Wales	20 Dec 1852	23 Jan 1853
18.	Barbara Morris	59		Wales	20 Dec 1852	23 Jan 1853
19.	Barbara E. Morris	18		Wales	20 Dec 1852	23 Jan 1853
20.	Hugh C. Morris	15		Wales	20 Dec 1852	23 Jan 1853
21.	Harriet Parry	27		Wales	20 Dec 1852	24 Jan 1853
22.	David Williams	30	shoemaker	Wales	20 Dec 1852	24 Jan 1853
23.	Sarah Williams	30		Wales	20 Dec 1852	24 Jan 1853
24.	John Creadle	26	labourer	Wales	20 Dec 1852	22 Jan 1853
25.	Thomas Thomas	23	captain	Wales	20 Dec 1852	27 Jan 1853
26.	Martha Thomas	20		Wales	20 Dec 1852	27 Jan 1853
27.	Thomas Thomas	55	pitman	Wales	20 Dec 1852	21 Jan 1853
28.	Ann Thomas	55		Wales	20 Dec 1852	21 Jan 1853
29.	Mary Thomas	21		Wales	20 Dec 1852	21 Jan 1853
30.	Thomas Thomas	26	mate	Wales	20 Dec 1852	21 Jan 1853
31.	Abednego Jones	41		Wales	20 Dec 1852	21 Jan 1853
32.	Mary Jones	38		Wales	20 Dec 1852	21 Jan 1853
33.	Ann Jones	10		Wales	20 Dec 1852	21 Jan 1853
34.	John T. Jones	4		Wales	20 Dec 1852	21 Jan 1853
35.	Harriet M. Jones	7m		Wales	20 Dec 1852	21 Jan 1853
36.	Margaret Harry	40		Wales	20 Dec 1852	21 Jan 1853
37.	David Evans	47	labourer	Wales	20 Dec 1852	21 Jan 1853
38.	James Perks	27	miner	Wales	20 Dec 1852	22 Jan 1853
39.	Rebecca Perks	27		Wales	20 Dec 1852	22 Jan 1853
40.	Miriam Perks	2		Wales	20 Dec 1852	22 Jan 1853

41.	Orson L. Perks	3m		Wales	20 Dec 1852	22 Jan 1853
42.	Thomas Thomas	26	bootmaker	Wales	20 Dec 1852	22 Jan 1853
43.	Benjamin Blackwell			Wales	20 Dec 1852	22 Jan 1853
44.	Isaac Morris	24	mason	Wales	20 Dec 1852	28 Jan 1853
45.	Elizabeth Morris	24		Wales	20 Dec 1852	28 Jan 1853
46.	Thomas Lewis	63		Wales	20 Dec 1852	21 Jan 1853
47.	Evan Smith	34	collier	Wales	20 Dec 1852	21 Jan 1853
48.	Als Anthony	44		Wales	20 Dec 1852	21 Jan 1853
49.	Mary Anthony	17		Wales	20 Dec 1852	21 Jan 1853
50.	Daniel Williams	69	farmer	Wales	20 Dec 1852	22 Jan 1853
51.	Ruth Williams	72		Wales	20 Dec 1852	22 Jan 1853
52.	Benjamin Evans	48	hawker	Wales	20 Dec 1852	22 Jan 1853
53.	Ann Evans	50		Wales	20 Dec 1852	22 Jan 1853
54.	Thomas Evans	58	gas fitter	Wales	20 Dec 1852	22 Jan 1853
55.	David Francis	12		Wales	20 Dec 1852	
56.	Bridget Davies	47		Wales	20 Dec 1852	21 Jan 1853
57.	William Parry	32		Wales	20 Dec 1852	24 Jan 1853
58.	Jane Parry	26		Wales	20 Dec 1852	24 Jan 1853
59.	William Davies	42	farmer	Wales	20 Dec 1852	29 Jan 1853
60.	James Millard	25	shoemaker	Wales	20 Dec 1852	22 Jan 1853
61.	John Davies	62	sawyer	Wales	20 Dec 1852	22 Jan 1853
62.	Hannah Thomas	68	gardener	Wales	20 Dec 1852	22 Jan 1853
63.	Esther Harris	39		Wales	20 Dec 1852	26 Jan 1853
64.	Hannah Harris	16		Wales	20 Dec 1852	26 Jan 1853
65.	Jabez Harris	10		Wales	20 Dec 1852	26 Jan 1853
66.	Elizabeth Harris	7		Wales	20 Dec 1852	26 Jan 1853
67.	Joshua Harris	4		Wales	20 Dec 1852	26 Jan 1853
68.	Elizabeth Evans	16		Wales	20 Dec 1852	24 Jan 1853
69.	Ada Evans	14		Wales	20 Dec 1852	24 Jan 1853
70.	Henry Evans	10		Wales	20 Dec 1852	24 Jan 1853
71.	Thomas H. Howells	18		Wales	20 Dec 1852	22 Jan 1853
72.	Thomas W. Jones	18		Wales	20 Dec 1852	22 Jan 1853
73.	Ebenezer Williams	22	gardener	Wales	20 Dec 1852	24 Jan 1853
74.	M. S. Evans	20	plasterer	Wales	20 Dec 1852	21 Jan 1853
75.	Mary Evans	25		Wales	20 Dec 1852	21 Jan 1853
76.	David Bona	54	builder	Wales	20 Dec 1852	24 Jan 1853
77.	Ann Bona	45		Wales	20 Dec 1852	24 Jan 1853
78.	John Bona	22	tailor	Wales	20 Dec 1852	24 Jan 1853
79.	David Bona	16		Wales	20 Dec 1852	24 Jan 1853
80.	William Bona	14		Wales	20 Dec 1852	24 Jan 1853
81.	Eliza Bona	12		Wales	20 Dec 1852	24 Jan 1853
82.	Rowland Rees	26	plumber	Wales	20 Dec 1852	24 Jan 1853
83.	Harriet Rees	27		Wales	20 Dec 1852	24 Jan 1853
84.	John Rees	4		Wales	20 Dec 1852	24 Jan 1853
85.	Rowland Rees	2		Wales	20 Dec 1852	24 Jan 1853
86.	Sarah A. Rees	3m		Wales	20 Dec 1852	24 Jan 1853
87.	William Thomas	27	labourer	Wales	20 Dec 1852	24 Jan 1853
88.	Ann Thomas	25		Wales	20 Dec 1852	24 Jan 1853
89.	William Thomas	4		Wales	20 Dec 1852	24 Jan 1853
90.	William Griffiths	45	labourer	Wales	20 Dec 1852	

91.	John Blake	41	labourer	Wales	20 Dec 1852	24 Jan 1853
92.	David Jones	34	collier	Wales	20 Dec 1852	22 Jan 1853
93.	John Blake	33	brickmaker	Wales	20 Dec 1852	21 Jan 1853
94.	Rachel Blake	40		Wales	20 Dec 1852	24 Jan 1853
95.	M. H. Blake	11		Wales	20 Dec 1852	24 Jan 1853
96.	John Evans	26	farmer	Wales	20 Dec 1852	24 Jan 1853
97.	David Thomas	27		Wales	20 Dec 1852	24 Jan 1853
98.	Elizabeth Thomas	25		Wales	20 Dec 1852	24 Jan 1853
99.	Thomas L. Thomas	4		Wales	20 Dec 1852	24 Jan 1853
100.	David Thomas	11m		Wales	20 Dec 1852	24 Jan 1853
101.	Griffith Thomas	35	weaver	Wales	20 Dec 1852	25 Jan 1853
102.	M. H. Davis	25		Wales	20 Dec 1852	22 Jan 1853
103.	Mary Rosser	59		Wales	20 Dec 1852	22 Jan 1853
104.	Morgan Rosser	27	collier	Wales	20 Dec 1852	22 Jan 1853
105.	William H. Maybell	26	collier	Wales	20 Dec 1852	25 Jan 1853
106.	David Phillip	47	miner	Wales	20 Dec 1852	22 Jan 1853
107.	William Roach	19	collier	Wales	20 Dec 1852	21 Jan 1853
108.	John Roach	64		Wales	20 Dec 1852	21 Jan 1853
109.	Edmund Jones	41	collier	Wales	20 Dec 1852	22 Jan 1853
110.	Morgan Jones	33	collier	Wales	20 Dec 1852	22 Jan 1853
111.	Susan Jones	72		Wales	20 Dec 1852	24 Jan 1853
112.	Mary Morgan	45		Wales	20 Dec 1852	22 Jan 1853
113.	Ann Morgan	23		Wales	20 Dec 1852	22 Jan 1853
114.	Elizabeth Morgan	21		Wales	20 Dec 1852	22 Jan 1853
115.	Margaret Morgan	19		Wales	20 Dec 1852	22 Jan 1853
116.	Ruth Morgan	14		Wales	20 Dec 1852	22 Jan 1853
117.	Sarah Morgan	11		Wales	20 Dec 1852	22 Jan 1853
118.	David Morgan	9		Wales	20 Dec 1852	22 Jan 1853
119.	Lavinia Jones	8		Wales	20 Dec 1852	22 Jan 1853
120.	Mary Parry	19		Wales	20 Dec 1852	24 Jan 1853
121.	David Jones	34	collier	Wales	7 Jan 1853	20 Jan 1853
122.	David Edwards	34	sawyer	Wales	7 Jan 1853	21 Jan 1853
123.	Josiah Price	20	miner	Wales	7 Jan 1853	22 Jan 1853
124.	William Williams	39	collier	Wales	7 Jan 1853	22 Jan 1853
125.	Sarah Williams	7		Wales	7 Jan 1853	22 Jan 1853
126.	Jane Thomas	35		Wales	7 Jan 1853	22 Jan 1853
127.	Mary Thomas	11		Wales	7 Jan 1853	22 Jan 1853
128.	Thomas Thomas	6		Wales	7 Jan 1853	22 Jan 1853
129.	Joseph Thomas	3		Wales	7 Jan 1853	22 Jan 1853
130.	Elizabeth Tuffley	31		England	22 Dec 1852	21 Jan 1853
131.	George Halliday	29	minister	England	1 Jan 1853	24 Jan 1853
132.	Sarah Halliday	29		England	1 Jan 1853	24 Jan 1853
133.	Joseph Halliday	2		England	1 Jan 1853	24 Jan 1853
134.	Vernee L. W. Halliday	9m		England	1 Jan 1853	24 Jan 1853
135.	Prudence Kendall	20	cloth drawer	England	1 Jan 1853	24 Jan 1853
136.	William Chambers	33	blacksmith	England	1 Jan 1853	24 Jan 1853
137.	Clarissa Chambers	32		England	1 Jan 1853	24 Jan 1853
138.	Alfred Chambers	10		England	1 Jan 1853	24 Jan 1853
139.	Amelia Chambers	8		England	1 Jan 1853	24 Jan 1853
140.	Theophilus Chambers	6		England	1 Jan 1853	24 Jan 1853
141.	Joseph Fortune	44	engine fitter	England	1 Jan 1853	24 Jan 1853

142.	Mary Fortune	45		England	1 Jan 1853	24 Jan 1853
143.	Alfred Fortune	13		England	1 Jan 1853	24 Jan 1853
144.	Mark Fortune	11		England	1 Jan 1853	24 Jan 1853
145.	Paul Fortune	9		England	1 Jan 1853	24 Jan 1853
146.	Sarah Dunford	29		England	1 Jan 1853	24 Jan 1853
147.	Lydia Dunford	6		England	1 Jan 1853	24 Jan 1853
148.	George Henry Dunford	3		England	1 Jan 1853	24 Jan 1853
149.	Marland Dunford	2m		England	1 Jan 1853	24 Jan 1853
150.	Eli White	28	slater	England	1 Jan 1853	24 Jan 1853
151.	Ann White	30		England	1 Jan 1853	24 Jan 1853
152.	Alma White	8		England	1 Jan 1853	24 Jan 1853
153.	Mary Jane White	6		England	1 Jan 1853	24 Jan 1853
154.	Moses H. White	4		England	1 Jan 1853	24 Jan 1853
155.	Aaron A. White	4		England	1 Jan 1853	24 Jan 1853
156.	Miriam E. White	4		England	1 Jan 1853	24 Jan 1853
157.	Naomi L. White	3m		England	1 Jan 1853	24 Jan 1853
158.	Ann Bishop	17		England	1 Jan 1853	24 Jan 1853
159.	Abel Halliday	26	spinner	England	1 Jan 1853	
160.	Emily Halliday	27		England	1 Jan 1853	
161.	John Halliday	10m		England	1 Jan 1853	
162.	Cornelius Reynolds	26	pressman	England	1 Jan 1853	24 Jan 1853
163.	Mary Ann Reynolds	26		England	1 Jan 1853	24 Jan 1853
164.	Martha L. Reynolds	5m		England	1 Jan 1853	24 Jan 1853
165.	John H. Rich	20	cutter man	England	1 Jan 1853	
166.	Lydia Rich	18		England	1 Jan 1853	
167.	Samuel J. Terrill	24	cloth dresser	England	1 Jan 1853	
168.	William Taylor	21	spinner	England	1 Jan 1853	24 Jan 1853
169.	Mary Taylor	21		England	1 Jan 1853	24 Jan 1853
170.	Joseph Pearce	21	cutter man	England	1 Jan 1853	
171.	Edward Stratten	21	cutter man	England	1 Jan 1853	
172.	Christopher Stokes	22	spinner	England	1 Jan 1853	
173.	William Halliday	21	engine carder	England	1 Jan 1853	
174.	Thomas Andrews	18	cloth dresser	England	1 Jan 1853	
175.	Alfred Alexander	30	broad weaver	England	1 Jan 1853	
176.	Mary A. Alexander	27		England	1 Jan 1853	
177.	Alfred Alexander	1		England	1 Jan 1853	
178.	Henry Capon	54	mill man	England	1 Jan 1853	24 Jan 1853
179.	Ann Harding	30		England	1 Jan 1853	
180.	William Trapnell	32	dyer	England	1 Jan 1853	
181.	John Garrett	37	shoemaker	England	1 Jan 1853	20 Jan 1853
182.	Finetha N. Garrett	37		England	1 Jan 1853	20 Jan 1853
183.	Richard W. Garrett	6		England	1 Jan 1853	20 Jan 1853
184.	Finetha Garrett	4		England	1 Jan 1853	20 Jan 1853
185.	Henage A. Garrett	2		England	1 Jan 1853	20 Jan 1853
186.	Elizabeth Watts	16		England	1 Jan 1853	20 Jan 1853
187.	Henry Green	20	labourer	England	1 Jan 1853	
188.	James Key	46	boot-shoe maker	England	27 Dec 1852	26 Jan 1853
189.	Susannah Key	45		England	27 Dec 1852	26 Jan 1853
190.	Charles W. Key	23		England	27 Dec 1852	26 Jan 1853
191.	Mahala Key	20		England	27 Dec 1852	26 Jan 1853
192.	Matilda Key	4		England	27 Dec 1852	26 Jan 1853

193.	Thomas Wilkins	32	carpenter	England	3 Jan 1853	24 Jan 1853
194.	Caroline Wilkins	30		England	3 Jan 1853	24 Jan 1853
195.	Caroline Wilkins	6		England	3 Jan 1853	24 Jan 1853
196.	Thomas Wilkins	4		England	3 Jan 1853	24 Jan 1853
197.	Louisa Wilkins	2		England	3 Jan 1853	24 Jan 1853
198.	James Bailey	33		England	3 Jan 1853	23 Jan 1853
199.	Mary A. Bailey	32		England	3 Jan 1853	23 Jan 1853
200.	Amelia Brockway	11		England	3 Jan 1853	23 Jan 1853
201.	Edward Roberts	61	carpenter	England	1852	25 Jan 1853
202.	Sarah Roberts	52		England	1852	25 Jan 1853
203.	William Jones	20	gas lamp maker	England	1852	24 Jan 1853
204.	Emma Jones	21		England	1852	24 Jan 1853
205.	James Chalener	57	gas tube maker	England	1852	24 Jan 1853
206.	William H. Aston	21	hair dresser	England	1852	24 Jan 1853
207.	Henry J. Cooksley	24	machine builder	England	1852	24 Jan 1853
208.	Joseph Finch	21	glass blower	England	1852	24 Jan 1853
209.	Cornelius Snelers	38	plasterer	England	1852	26 Jan 1853
210.	Mary A. Snelers	37		England	1852	26 Jan 1853
211.	Jane Snelers	14		England	1852	26 Jan 1853
212.	Mary A. Snelers	11		England	1852	26 Jan 1853
213.	James Cook	35	wheelwright	England	1852	26 Jan 1853
214.	Ann Cook	33		England	1852	26 Jan 1853
215.	Ann Cook	8		England	1852	26 Jan 1853
216.	Henry Cook	2		England	1852	26 Jan 1853
217.	Henry Parsons	28	carpenter	England	1852	26 Jan 1853
218.	Ann Parsons	29		England	1852	26 Jan 1853
219.	Susannah Parsons	2		England	1852	26 Jan 1853
220.	Isaac Sutton	30	grocer	England	1852	25 Jan 1853
221.	Emma Sutton	18		England	1852	25 Jan 1853
222.	Richard Fairhurst	79	engineer	England	1852	24 Jan 1853
223.	Emma Green	22		England	29 Nov 1852	24 Jan 1853
224.	Esther Thurman	26		England	29 Nov 1852	26 Jan 1853
225.	Thomas E. Thurman	2		England	29 Nov 1852	26 Jan 1853
226.	James Parsons	30	labourer	England	29 Nov 1852	26 Jan 1853
227.	Mary Parsons	25		England	29 Nov 1852	26 Jan 1853
228.	William Heir	14		England	17 Jan 1853	27 Jan 1853
229.	Emmanuel Garrett	25	shoemaker	England	22 Jan 1853	25 Jan 1853
230.	Sarah Garrett	23		England	22 Jan 1853	25 Jan 1853
231.	William Garrett	1		England	22 Jan 1853	25 Jan 1853
232.	Adam Oughton	42		England	1852	24 Jan 1853
233.	Mary Oughton	52		England	1852	24 Jan 1853
234.	Henry T. Bath	20	joiner	England	27 Dec 1852	24 Jan 1853
235.	Mercy Bath	24		England	27 Dec 1852	24 Jan 1853
236.	Elizabeth Thomas	21		Wales	19 Jan 1853	
237.	Hyrum Jones	10m		Wales	19 Jan 1853	28 Jan 1853
238.	Charlotte E. Jones	10m		Wales	19 Jan 1853	28 Jan 1853
239.	John H. Davies	27		Wales	22 Jan 1853	
240.	James Ellis	39	tea dealer	Wales	22 Jan 1853	
241.	Ann Ellis	42		Wales	22 Jan 1853	
242.	William Ellis	6		Wales	22 Jan 1853	
243.	Hyrum Ellis	4		Wales	22 Jan 1853	

244.	Ann Ellis	1 ½		Wales	22 Jan 1853	
245.	Samuel Davies	44	puddler	Wales	22 Jan 1853	28 Jan 1853
246.	Ann Davies	52		Wales	22 Jan 1853	28 Jan 1853
247.	Evan Williams	30	blacksmith	Wales	22 Jan 1853	28 Jan 1853
248.	Mary A. Williams	26		Wales	22 Jan 1853	28 Jan 1853
249.	Moroni Williams	1 ½		Wales	22 Jan 1853	28 Jan 1853
250.	William Richards	25	engineer	Wales	22 Jan 1853	24 Jan 1853
251.	Mary Richards	20		Wales	22 Jan 1853	24 Jan 1853
252.	Elias Richards	11		Wales	22 Jan 1853	24 Jan 1853
253.	Martha Richards	9		Wales	22 Jan 1853	24 Jan 1853
254.	Eliza Richards	8		Wales	22 Jan 1853	24 Jan 1853
255.	Daniel Williams	50	miner	Wales	22 Jan 1853	28 Jan 1853
256.	Mary Williams	50		Wales	22 Jan 1853	28 Jan 1853
257.	John Edwards	29	collier	Wales	22 Jan 1853	28 Jan 1853
258.	Margaret Edwards	27		Wales	22 Jan 1853	28 Jan 1853
259.	Jane Edwards	6		Wales	22 Jan 1853	28 Jan 1853
260.	Benjamin Edwards	1		Wales	22 Jan 1853	28 Jan 1853
261.	Thomas Rees	59	collier	Wales	22 Jan 1853	28 Jan 1853
262.	Edward Parry	34	mason	Wales	22 Jan 1853	28 Jan 1853
263.	Elizabeth Parry	35		Wales	22 Jan 1853	28 Jan 1853
264.	William Thomas	53	shoemaker	Wales	22 Jan 1853	28 Jan 1853
265.	Ann Thomas	54		Wales	22 Jan 1853	28 Jan 1853
266.	Charlotte Thomas	21		Wales	22 Jan 1853	28 Jan 1853
267.	Thomas Thomas	20		Wales	22 Jan 1853	28 Jan 1853
268.	Catherine Thomas	18		Wales	22 Jan 1853	28 Jan 1853
269.	Janet Thomas	16		Wales	22 Jan 1853	28 Jan 1853
270.	Maria Thomas	9		Wales	22 Jan 1853	28 Jan 1853
271.	Henry Thomas	10		Wales	22 Jan 1853	28 Jan 1853
272.	Frederick Thomas	8		Wales	22 Jan 1853	28 Jan 1853
273.	Martha Morgan	73		Wales	22 Jan 1853	28 Jan 1853
274.	David Jones	23	weaver	Wales	22 Jan 1853	28 Jan 1853
275.	Elizabeth Jones	30		Wales	22 Jan 1853	28 Jan 1853
276.	Thomas Howells Sr.	53	sawyer	Wales	22 Jan 1853	24 Jan 1853
277.	Hannah Howells	57		Wales	22 Jan 1853	24 Jan 1853
278.	William Bull	33	baker	England	Dec 1852	27 Jan 1853
279.	Mary Bull	27		England	Dec 1852	27 Jan 1853
280.	Agnes Bull	5		England	Dec 1852	27 Jan 1853
281.	Mary L. Bull	2		England	Dec 1852	27 Jan 1853
282.	Sarah Williams	17		Wales	22 Jan 1853	
283.	Thomas Butler	26	wool comber	Wales	28 Dec 1852	29 Jan 1853
284.	Jane Fouracre	22		Wales	28 Dec 1852	29 Jan 1853
285.	Thomas Fea	37		Wales	22 Dec 1852	26 Jan 1853
286.	Ann Fea	35		Wales	22 Dec 1852	26 Jan 1853
287.	John Fea	14		Wales	22 Dec 1852	26 Jan 1853
288.	Catherine Fea	12		Wales	22 Dec 1852	26 Jan 1853
289.	Elizabeth Fea	10		Wales	22 Dec 1852	26 Jan 1853
290.	Thomas Fea Jr.	8		Wales	22 Dec 1852	26 Jan 1853
291.	James Fea	5		Wales	22 Dec 1852	26 Jan 1853
292.	Joseph Fea	2		Wales	22 Dec 1852	26 Jan 1853
293.	Hyrum Fea			Wales	22 Dec 1852	26 Jan 1853
294.	Sarah A. Price	11		Wales	22 Dec 1852	26 Jan 1853

295.	Sarah Hopkins	39		Wales	26 Dec 1852	26 Jan 1853
296.	Thomas Hopkins	14		Wales	22 Dec 1852	26 Jan 1853
297.	William Hopkins	8		Wales	22 Dec 1852	26 Jan 1853
298.	Seil Stewart	23	blacksmith	Scotland	27 Dec 1852	
299.	Henry Burgess	16	labourer	Scotland	29 Jan 1853	
300.	Martha Antil	27		Scotland	29 Jan 1853	
301.	William Hocking	25	steward	Scotland	29 Jan 1853	
302.	Jane Hocking	32		Scotland	29 Jan 1853	
303.	Samuel Thornton	19	weaver	Scotland	2 Feb 1853	
304.	Fred Piercy	23	artist	Wales	2 Feb 1853	
305.	Elizabeth Lloyd	19		Wales	2 Feb 1853	
306.	James Williams	24	labourer	England	2 Feb 1853	
307.	Christopher Taylor	16	labourer	England	2 Feb 1853	
308.	John Hyde Jr.	19	clerk	England	2 Feb 1853	
309.	Joseph Hyde	10		England	2 Feb 1853	
310.	Mary A. Shinges	33		Wales	2 Feb 1853	

Passenger Lists of Vessels Arriving at New Orleans, 1820-1921

District of New-Orleans—Port of New Orleans

I, John Day, Master or Commander of the Ship **Jersey**, do solemnly, sincerely, and truly swear that the within list, signed by me, and now delivered to the Collector of this District, contains the names of all the Passengers taken on board the said vessel at the Port of Liverpool or at any time since, that all the matters therein set forth are, according to the best of my knowledge and belief, just and true. I do further swear that one of the said passengers have died on the voyage. Sworn before me, this 22 day of March 1853.
Signed John Day.

- | | |
|---------------------------------------|---|
| 1. George Halliday, 29, minister | 42. Christopher Stokes, 22, spinner |
| 2. Sarah Halliday, 29 | 43. William Halliday, 21, engine carder |
| 3. Joseph Halliday, 2 | 44. Thomas Andrews, 18, cloth dresser |
| 4. Vernee L. W. Halliday, inf. | 45. Alfred Alexander, 30, broad weaver |
| 5. Prudence Kendall, 20 | 46. Mary A. Alexander, 27 |
| 6. William Chambers, 33, blacksmith | 47. Alfred Alexander, 1 |
| 7. Clarissa Chambers, 32 | 48. Ann Harding, 30 |
| 8. Alfred Chambers, 10 | 49. William Trapnell, 32, dyer |
| 9. Amelia Chambers, 8 | 50. Rebecca Davies, 27 |
| 10. Theophilus Chambers, 6 | 51. William J. Davies, 2 |
| 11. Joseph Fortune, 44, engine fitter | 52. Margaret Thomas, 45 |
| 12. Mary Fortune, 45 | 53. Mary Thomas, 19 |
| 13. Alfred Fortune, 13 | 54. Richard Thomas, 16 |
| 14. Mark Fortune, 11 | 55. Blanch Thomas, 10 |
| 15. Paul Fortune, 9 | 56. Catherine Thomas, 8 |
| 16. Sarah Dunford, 29 | 57. Hugh Williams, 29, collier |
| 17. Lydia Dunford, 6 | 58. Mary Evans, 28 |
| 18. George H. Dunford, 3 | 59. John Owens, 19 |
| 19. Marland Dunford, inf. | 60. Joseph Griffiths, 63, collier |
| 20. Eli White, 28, slater | 61. Elizabeth Griffiths, 63 |
| 21. Ann White, 30 | 62. Thomas Griffiths, 28 |
| 22. Alma White, 7 | 63. Elizabeth Griffiths, 23 |
| 23. Mary J. White, 6 | 64. Joseph Griffiths, 25 |
| 24. Moses H. White, 4 | 65. Phoebe Griffiths, 22 |
| 25. Aaron White, (4) | 66. John Morris, 59, builder |
| 26. Miriam White, 4 | 67. Barbara Morris, 59 |
| 27. Naomi White, inf. | 68. Barbara E. Morris, 18 |
| 28. Ann Bishop, 17 | 69. Harriet Parry, 27 |
| 29. Samuel Tyrell, 24 | 70. David Williams, 30 |
| 30. Abel Halliday, 26, spinner | 71. Sarah Williams, 30 |
| 31. Emily Halliday, 27 | 72. John Creadle, 26, laborer |
| 32. John T. Halliday, inf. | 73. Thomas Thomas, 32, captain |
| 33. Cornelius Reynolds, 26, pressman | 74. Martha Thomas, 20 |
| 34. Martha A. Reynolds, 26 | 75. Thomas Thomas, 55, pitman |
| 35. Martha L. Reynolds, 5m | 76. Ann Thomas, 55 |
| 36. John H. Rich, 20, cutter man | 77. Mary Thomas, 21 |
| 37. Lydia Rich, 18 | 78. Thomas Thomas, 26, mate |
| 38. William Taylor, 21, spinner | 79. Margaret Harry, 40 |
| 39. Mary Taylor, 21 | 80. Abednego Jones, 41, collier |
| 40. Joseph Pearce, 21, cutter man | 81. Mary Jones, 38 |
| 41. Edward Stratten, 21, cutter man | 82. Ann Jones, 10 |

83. John T. Jones, 4
84. Harriet M. Jones, inf.
85. David Evans, 47, laborer
86. James Perks, 27, miner
87. Rebecca Perks, 27
88. Miriam Perks, 2
89. Orson L. Perks, inf.
90. Thomas Thomas, 26, bootmaker
91. Benjamin Blackwell, 48, miner
92. Isaac Morris, 24, mason
93. Elizabeth Morris, 24
94. Thomas Lewis, 63, collier
95. Evan Smith, (34), laborer
96. Als Anthony, 44, collier
97. Mary Anthony, 17
98. Daniel Williams, 69, farmer
99. Ruth Williams, 72
100. Benjamin Evans, 48, hawker
101. Ann Evans, 50
102. Thomas Evans, 58, gas fitter
103. Bridget Davies, 47
104. William Parry, 32, laborer
105. Jane Parry, 26
106. William Davies, 42, farmer
107. James Millard, 25, shoemaker
108. John Davies, 62, sawyer
109. Hannah Thomas, 68, gardener
110. William Hocking, 25, steward
111. Jane Hocking, 32
112. Esther Harris, 39
113. Hannah Harris, 16
114. Jabez Harris, 10
115. Elizabeth Harris, 7
116. Joshua Harris, 4
117. Elizabeth Evans, 16
118. Ada Evans, 14
119. Henry Evans, 10
120. Thomas H. Howells, 18
121. Thomas W. Jones, 18
122. E. Williams, 22, gardner
123. Morgan (Evans), 20, plasterer
124. Mary (Evans), 25
125. William Thomas, 27
126. Ann Thomas, 25
127. William Thomas, 4
128. David Jones, 34, collier
129. John Blake, 41, laborer
130. David Bona, 54, builder
131. Ann Bona, 45
132. John Bona, 22, tailor
133. David Bona, 16
134. William Bona, 14
135. Eliza Bona, 12
136. John Blake, 33, brickmaker
137. Rachel Blake, 40
138. Mary H. Blake, 11
139. Griffith Thomas, 35, weaver
140. Rowland Rees, 26, plumber
141. Harriet Rees, 27
142. John Rees, 4
143. Rowland Rees, 2
144. Sarah A. Rees, inf.
145. John Evans, 26, farmer
146. David Thomas, 27
147. Elizabeth Thomas, 25
148. Thomas L. Thomas, 4
149. David Thomas, inf.
150. Mary. H. Davis, 25
151. Mary Rosser, 54
152. Morgan Rosser, 27, collier
153. W. H. Maybell, 26, collier
154. David Phillips, 47, miner
155. William Roach, 19, collier
156. John Roach, 64
157. **Lavinia Jones, 8**
158. **Mary Parry, 19**
159. **Edmund Jones, 41, collier**
160. **Morgan Jones, 33, collier**
161. **Susan Jones, 72**
162. **Mary Morgan, 45**
163. **Ann Morgan, 23**
164. **Elizabeth Morgan, 21**
165. **Margaret Morgan, 19**
166. **Ruth Morgan, 14**
167. **Sarah Morgan, 11**
168. **David Morgan, 9**
169. David Jones, 34
170. Josiah Price, 20, miner
171. Sarah Price, 11
172. William Williams, 39, collier
173. Sarah Williams, 7
174. Jane Thomas, 35
175. Mary Thomas, 11
176. Thomas Thomas, 6
177. Joseph Thomas, 3
178. David Edwards, 34, sawyer
179. Elizabeth Thomas, 21
180. John H. Davies, 27
181. Sarah Williams, 17
182. Sarah Hopkins, 39
183. Ann Thomas, 22
184. William Hopkins, 8
185. William Griffiths, 45
186. Richard Fairhurst, 79, engineer

187. William Heir, 14
188. James Bailey, 33, laborer
189. Mary A. Bailey, 32
190. Amelia Brockway, 11
191. Thomas Howells Sr., 53, sawyer
192. Hannah Howells, 57
193. Thomas Fea, 37, blacksmith
194. Ann Fea, 35
195. John Fea, 14
196. Catherine Fea, 12
197. Elizabeth Fea, 10
198. Thomas Fea, 8
199. James Fea, 5
200. Joseph Fea, 2
201. Hyrum Fea, inf.
202. Adam Oughton, 42, laborer
203. Mary Oughton, 52
204. Henry T. Bath, 20, joiner
205. Mercy Bath, 24
206. Thomas Wilkins, 32, carpenter
207. Caroline Wilkins, 30
208. Caroline Wilkins, 6
209. Thomas Wilkins, 4
210. Louisa Wilkins, 2
211. George H. Wilkins, inf.
212. Elizabeth Tuffley, 31
213. Martha Antill, 27
214. William Jones, 20
215. Emma Jones, 21
216. Elizabeth Alton, 25
217. James Cook, 35, wheelwright
218. Ann Cook, 33
219. Ann Cook, 8
220. Henry Cook, 2
221. Henry Parsons, 28, carpenter
222. Ann Parsons, 29
223. Susannah Parsons, 9
224. Isaac Sutton, 30, grocer
225. Emma Sutton, 18
226. Harriet Simmons, 20
227. Emma Green, 22
228. Esther Thurman, 26
229. Thomas E. Thurman, 2
230. James Parsons, 30
231. Mary Parsons, 25
232. Edward Roberts, 61, carpenter
233. Sarah Roberts, 52
234. James Chalener, 57, gas tube maker
235. William H. Aston, 21, hair dresser
236. H. J. Cooksley, 24, machine maker
237. Joseph Finch, 21, glass blower
238. John Garrett, 37, shoemaker
239. Finetta N. Garrett, 37
240. Richard W. Garrett, 6
241. Finetta Garrett, 4
242. Henager Garrett, 2
243. Elizabeth Watts, 16
244. Henry Green, 20, laborer
245. Emmanuel Garrett, 25, shoemaker
246. Sarah Garrett, 23
247. William Garrett, 1
248. Henry Capon, 54, mill man
249. Henry Burgess, 16, laborer
250. James Key, 46, shoe maker
251. Susannah Key, 45
252. Charles W. Key, 23
253. Mahala Key, 20
254. Matilda Key, 4
255. William Bull, 33, baker
256. Mary Bull, 27
257. Agnes Bull, 5
258. Mary L. Bull, 2
259. Cornelius Snelers, 38, plasterer
260. Mary Snelers, 37
261. Jane Snelers, 14
262. Mary A. Snelers, 11
263. Hugh E. Morris, 15
264. James Ellis, 39, tea dealer
265. Ann Ellis, 42
266. William Ellis, 6
267. Hyrum Ellis, 4
268. Ann Ellis, 1 ½
269. Samuel Davies, 44, puddler
270. Ann Davies, 52
271. Evan Williams, 30, blacksmith
272. Mary A. Williams, 26
273. Moroni Williams, 1 ½
274. William Richards, 25, engineer
275. Mary Richards, 20
276. Elias Richards, 11
277. Martha Richards, 9
278. Eliza Richards, 8
279. Daniel Williams, 50, miner
280. Mary Williams, 50
281. Thomas Rees, 59, collier
282. Edward Parry, 34, mason
283. Elizabeth Parry, 35
284. William Thomas, 53, shoemaker
285. Ann Thomas, 54
286. Charlotte Thomas, 21
287. Thomas Thomas, 20
288. Catherine Thomas, 18
289. Janet Thomas, 16
290. Maria Thomas, 9

- 291. Henry Thomas, 10
- 292. Frederick Thomas, 8
- 293. Martha Morgan (died), 77
- 294. Thomas Butler, 26, wool comber
- 295. Jane Butler, 22
- 296. Samuel Thornton, 19, weaver
- 297. Frederick Piercy, 23, artist
- 298. Elizabeth Lloyd, 19
- 299. James Williams, 24, laborer
- 300. Christopher Taylor, 16, laborer
- 301. John Hyde Jr., 19, clerk

- 302. Joseph Hyde, 10
- 303. John Edwards, 29
- 304. Margaret Edwards, 27
- 305. Jane Edwards, 6
- 306. Benjamin Edwards, 1
- 307. David Jones, 23
- 308. Elizabeth Jones, 30
- 309. Hiram Jones, inf.
- 310. Charlotte Jones, inf.
- 311. Mary Shingess, 33

Adults: 223. Under 14: 74. Infants: 14. Deaths: 1. Total passengers: 310, all Mormons for the Great Salt Lake. Liverpool, February 4, 1853. Signed John Day.

Diaries and Autobiography of George Halliday

There was a company organized called the Deseret Manufacturing Company, composed of John Taylor and Mr. Russel and Mr. Coward, intending to establish a sugar factory and a cloth factory in the Valley of Salt Lake, and I was appointed to purchase and superintend all the woolen works, so I had 20 thousand dollars to get everything with, and I was to have all this ready by the first of February 1853 to sail from Liverpool, so I made all the haste I could and bought all the machinery and hired all the hands, 45 in number, old and young, and had all ready by the time.

So I with my family and all hands left Liverpool for New Orleans on the 5th of February 1853 in the ship *Jersey*, Capt. Day master, and I was captain of the company. We had a good passage and were in New Orleans in six weeks from Liverpool. I sent the ship's company up to St. Louis as soon as I could get a boat, and my family with it, and I stayed in New Orleans four weeks to wait for some of the machinery that was in another ship.

After it came I went to St. Louis, and there I was with the whole company for some weeks before I had any news. At last a letter came from Brother Young saying the company was dissolved and I was to put all this into the hands of Brother Eldridge. So I did, and on the 6th of July 1853 I left the river for the plains, and after a pleasant journey I arrived in the Valley of the Great Salt Lake on the 26th of September 1853 and bought a house in the 11th Ward.

In January 1853 I was released from my field of labor and told to emigrate with my family to Utah, and on February 5, 1853, I set sail from Liverpool in the ship *Jersey*, having been appointed to take charge of the company of 314 Saints. The owner and commander was Captain Day, and a pleasant time we had with him on the voyage. In fact, we became such warm friends that he promised me or any one of my friends that we should travel in his ship at any time free of charge. We crossed the plains in wagons as others did at that time. I had with me my wife Sarah and her sister Prudence and two children, Joseph W. and Vernee L. We arrived in Salt Lake City September 24, 1853.

Ships, Saints, and Mariners, Conway B. Stone

Jersey

Ship: 849 tons, 160' x 34' x 17'

Built: 1848 by George Raynes at Portsmouth, New Hampshire

It was 5 February 1853. After being towed out of Liverpool harbor down the River Mersey, the Yankee ship *Jersey* sailed into the open sea. As the shore disappeared, her 314 Mormon passengers from England and Wales lifted their voices to the strains, “Yes, My Native Land, I Love Thee.” Soon, however, the ocean swells resulted in dizzy heads and queasy stomachs, and their singing faltered and died away. Under the leadership of Elders George Halliday, Abednego Jones, William Parry, and John Davis, the emigrants were divided into districts. Regulations were decreed to ensure their safety, health, and comfort. Married couples occupied the middle of the ship. Single males were berthed forward and single women aft. Captain John Day of Salem, Massachusetts, was master and part owner of the vessel. An experienced mariner, he had skippered the 587-ton ship *Elizabeth Bruce* ten years earlier. He was described as a “short, fat, fussy old fellow in spectacles.”

The voyage was described as “a pleasure trip of little over six weeks duration,” and the weather was “charming.” The emigrants were orderly, disciplined, and cooperative. In their desire for scrupulous cleanliness, they even fumigated and sprinkled their quarters with lime. During the warm days, every person was required to come on deck for fresh air and sunshine. Not even the sick were excused. On shipboard there was only one death—that of an elderly woman who was seriously ill at the start of the crossing.

Among the passengers was Frederick Piercy, a noted artist. He gave a descriptive account of the passage that was published in James Linforth’s *Route from Liverpool to the Great Salt Lake Valley*. As the *Jersey* reached the mouth of the Mississippi, he reported that another emigrant ship, the *Golconda*, which had sailed two weeks earlier, was anchored. She was unable to cross the bar because of the shallow water. “We should have remained there too had not our crafty old captain represented his ship as drawing less water than she really did. The consequence was that in two or three hours a huge Mississippi steamboat came alongside, and having bound herself to us, very soon carried us safely inside the bar. Then another boat of similar appearance took hold of us, and we began to ascend the far-famed and mighty Mississippi.” After being towed for about 90 miles, the *Jersey* arrived at New Orleans on 21 March—a 44-day crossing.

This three-masted ship hailed out of Salem, Massachusetts, and operated in more than a half-dozen lines, such as the Black Star Line, the Washington Line, and the Regular Line. She was a two-decker, with a square stern, no galleries, and a billethead. Her registration was surrendered shortly after the voyage with no details given.

Chapter VIII. Mode of Conducting the Emigration.

The object of the Latter-day Saints' emigration being not a speculation, but the fulfilment of a divine command, the spiritual and temporal comfort and happiness of the emigrants are the prominent aim on the part of those charged from time to time with the superintendence of the business. Consequently, from the first we find that arrangements have been made to assist the emigrants while in Liverpool, and experienced elders have been sent with the vessels to superintend the voyage, in connection with the masters. The time selected for embarkation has been from September until March or April, and latterly, from January to April, which enables the emigrants to arrive upon the U.S. frontiers between April and June, sufficiently early to cross the plains and the mountains before winter sets in and the mountain passes are partially filled with snow. While the emigration was only to Nauvoo, or to Council Bluffs, these circumstances did not of course interfere, the only object being to pass New Orleans before the summer and sickly season commenced. The duties and responsibilities of all charged with the oversight of any part of the business were proportionately less than they are now, yet they have always been sufficiently onerous and have exercised the best facilities of the elders and others engaged.

Applications for passage are received by the agent, and when sufficient are on hand a vessel is chartered by him, and the passengers are notified by printed circulars containing instructions to them how to proceed, when to be in Liverpool to embark, also stating the price of passage, the amount of provisions allowed, etc. It is often the case that one Conference or district furnishes a ship load, or the greatest part of it. In such cases arrangements are made for them to embark together, and the President of the Conference, or some other suitable person, contracts with the Railway Company for their conveyance to Liverpool altogether, which saves much expense.

In contracting for the vessel, it is agreed that the passengers shall go on board either on the day of their arrival in Liverpool or the day following, and although this arrangement may be inconvenient to them, it saves the ruinous expense of lodging ashore, and preserves many an inexperienced person from being robbed by sharpers, who make extensive experiments in this port upon the unwary. When the passengers are on board, the agent, who is always now the President of the Church in the British Islands, proceeds to organize a Committee, consisting of a President and two Counsellors, and, if possible, Elders are selected who have traveled the route before, or, at least, have been to sea. These men are received by the emigrants by vote, and implicit confidence is reposed in them. The Committee then proceed to divide the ship into wards or branches, over each of which an Elder or Priest is placed, with his assistants, to preside. The President of the company then appoints from among the adult passengers watchmen, who, in rotation, stand watch day and night over the ship until her departure, and after nightfall prevent any unauthorized person from descending the hatchways. When at sea, the Presidents of the various wards see that passengers rise about 5 or 6 o'clock in the morning, cleanse their respective portions of the ship, and throw the rubbish overboard. This attended to, prayers are offered in every ward, and then the passengers prepare their breakfasts, and during the remainder of the day occupy themselves with various duties. At 8 or 9 o'clock at night, prayers are again offered, and all retire to their berths. Such regularity and cleanliness, with constant exercise on deck, are an excellent conservative of the general health of the passengers, a thing already proverbial of the Latter-day Saints' emigration. In addition to this daily routine, when the weather permits, meetings are held on Sundays, and twice or thrice in the week, at which the usual Church services are observed. Schools for children and adults are also frequently conducted. When Elders are on board who are either going or returning to the Valley, and have travelled in foreign countries, they interest the passengers by relating the history of their travels, and describing the scenes they have witnessed, and the vicissitudes through which they have passed. From the *John M. Wood* which sailed

on the 12th of March, 1854, we have accounts that the Swiss and Italian emigrants studied the English language; and the English emigrants, the French and Italian languages. In this they were aided by several missionaries from Italy and Switzerland, conversant with those languages. Lectures on various subjects also were delivered. These agreeable exercises no doubt break the monotony of a long sea-voyage, and improve the mental capacities of the passengers. The good order, cleanliness, regularity, and moral deportment of the passengers generally, seldom fail to produce a good impression upon the Captain, crew, and any persons on board who are not Latter-day Saints. The result is, they attend the religious meetings or exercises, and few ships now reach New Orleans without some conversions taking place. In the *Olympus* which sailed in March, 1851, fifty persons were added to the Church during the voyage, and in the *International* which sailed in February, 1853, forty-eight persons, including the Captain and other officers of the ship, were added. Not the least good resulting from the excellent management of the companies is the relaxation of much rigidity necessarily belonging to Captains at sea, and the extension of many a favour to the passengers in times of sickness, and when they can well appreciate the kindness. Most of the vessels sent out have had humane and gentlemanly Captains, some of whom have been presented at New Orleans with testimonials from the passengers.

As an instance of the estimation in which the mode of conducting the Latter-day Saints' emigration is held in high quarters, we quote from the *Morning Advertiser* of June 2: "On Tuesday, says the London correspondent of the *Cambridge Independent Press*, I heard a rather remarkable examination before a committee of the House of Commons. The witness was no other than the supreme authority in England of the Mormonites [Elder S. W. Richards], and the subject upon which he was giving information was the mode in which the emigration to Utah, Great Salt Lake, is conducted. . . . He gave himself no airs but was so respectful in his demeanour and ready in his answers, that at the close of the examination he received the thanks of the committee in rather a marked manner. . . . There is one thing which, in the opinion of the Emigration Committee of the House of Commons, they [the Latter-day Saints] can do, viz.—teach Christian shipowners how to send poor people decently, cheaply, and healthfully across the Atlantic."

On arriving at New Orleans, the emigrants are received by an agent of the Church stationed there for that purpose, and he procures suitable steamboats for them to proceed on to St. Louis without detention. Elder James Brown was the agent for the last season. It is the duty of this agent, furthermore, to report to the President here the condition in which the emigrants arrive, and any important circumstances that may be beneficial to be known to him. At St. Louis another agent of the Church cooperates with the agent sent from England. From thence the emigrants are forwarded still by steamboat to the camping grounds, which were last year at Keokuk in Iowa, at the foot of the Lower Rapids of the Mississippi, 205 miles from St. Louis, and this year at Kansas, in Jackson County, Missouri, 14 miles west of Independence. Here the emigrants find the teams which the agent has prepared, waiting to receive them and their luggage. Ten individuals are the number allotted to one wagon and one tent. The Perpetual Emigrating Fund Company this year allowed 100 lbs. of luggage, including beds and clothing, to all persons above eight years old; 50 lbs. to those between eight and four years old, none to those under four years. The wagons are procured to order in Cincinnati and St. Louis, and are conveyed by steamboat to the camping grounds. The wagonbed is about 12 feet long, 3 feet 4 inches wide, and 18 inches deep, and boxes should be made to fit to advantage.

The cattle are purchased of cattle dealers in the western settlements and are driven to the camping grounds. The full team consists of 1 wagon, 2 yoke of oxen, and 2 cows. The wagon-covers and tents are made of a very superior twilled cotton, procured in England for the emigration of 1853 and the present year. It is supplied to the emigrants before their departure, and they make the tents and covers on the voyage and thus save expense. A common field tent is generally used. The material is 27 inches wide, and

44 yards are used for a tent and 26 for a wagon-cover. The two cost about two guineas. The poles and cord are procured by the agent in the United States.

Each wagon this year containing the £13 and Perpetual Emigrating Fund emigrants was supplied with 1000 lbs. of flour, 50 lbs. of sugar, 50 lbs. of bacon, 50 lbs. of rice, 30 lbs. of beans, 20 lbs. of dried apples and peaches, 5 lbs. of tea, 1 gallon of vinegar, 10 bars of soap, and 25 lbs. of salt. These articles, and the milk from the cows, the game caught on the plain, and the pure water from the streams, furnish to hundreds better diet, and more of it, than they enjoyed in their native lands, while toiling from 10 to 18 hours per day for their living. Other emigrants who have means of course purchase what they please, such as dried herrings, pickles, molasses, and more dried fruit and sugar, all of which are very useful, and there is every facility for obtaining them from New Orleans to the edge of the plains.

As soon as a sufficient number of wagons can be got ready, and all things are prepared, the company or companies move off under their respective Captains. The agent remains on the frontiers until all the companies are started, and then he goes forward himself, passing the companies one by one, and arrives in the Valley first to receive them there, and conduct them into Great Salt Lake City. We shall not detail further under this head as we shall have occasion to do it upon the route.

From the review we have taken of the *modus operandi* of the emigration, although we have merely glanced at the frame-work, it will be readily seen that it is of no ordinary magnitude, but brings into requisition directly, and indirectly, the labours of hundreds of individuals besides the emigrants themselves, and at the present time involves an outlay of not less than £40,000 to £50,000 each year, an amount nevertheless small when the number of emigrants and the distance are considered. It is only by the most careful, prudent, and economical arrangements that such a number of persons could be transported from their various British and European homes across the Atlantic Ocean and three thousand miles into the interior of America with such a sum of money.

Chapter IX.

In preparing to emigrate to Great Salt Lake Valley, the exercise of a little forethought will save much disappointment, and probably expense. In the first place, an intending emigrant's means must be his guide. If he be a mechanic and have sufficient money to pay his passage and to procure suitable clothing and have a few pounds in his pocket afterwards, he would do well to procure some of the best tools of his trade and useful books; if a professional man, a few of the most useful instruments and treatises pertaining to his profession, but all unnecessary things, especially weighty ones, should be left behind. The expense of transporting such goods—shipping and re-shipping, loading and unloading—is frequently more than they are worth or the owner has money to pay; they are consequently left behind when too late and where many instances they will sell for nothing at all, or at least for little; the emigrant then discovers his miscalculation. It must also be remembered that many articles are now being made in Utah, and that there are large mercantile houses which are constantly trading between there and the States, supplying the inhabitants with an endless variety of goods, especially of the finer sorts. Substantial clothing, linen, flannels, cottons, tapes, thread, needles, pins, worsted, hooks and eyes, buttons of all descriptions, thimbles, combs, writing paper, pens and pencils, are very useful articles to take, and some of them occupy but little room, and are very light. All kinds of fineries, such as silks, satins, velvet, ribbons, etc. can be obtained to a great extent of the merchants there, and of the California emigrants, who are sometimes glad to exchange those articles in the Valley for its fresh produce. It is well to take good firearms, especially rifles, for use upon the plains and afterwards, but it should be remembered that no powder or other combustibles can be taken on board the ship; they can be procured in the United States. A general assortment of choice seeds of the hardier sorts should be taken, and should be hermetically sealed to prevent their being spoiled. Capitalists might take a great many other articles and machinery to advantage, which are much required in Utah, but the

bulk of the emigrants, having but limited means, should not encumber themselves if they wish to get through the journey without partial or complete detention by the way. Indeed, most of the emigrants have too much luggage, and it has been a great fault with some who have supposed that the shipping of their goods at Liverpool would be the last expense. If they would get through without hindrance, they should first make sure of their passage, then of some good warm clothing (for there are many chilling blasts between England and Utah), and afterwards, as circumstances will permit, of some or all of the articles named above, and they will find the benefit of such a course many times before the journey is completed.

The space allowed on ship-board for **luggage is ten cubic feet**, but it is better for the passengers to have as much as possible put into the hold, which will give them more room around their berths and a freer ventilation between decks. Clothes that would spoil by dampness and those wanted during the voyage should be kept up. Passengers should have among them a claw-hammer, a few tenpenny nails, and some cord, that they may make fast all their boxes which are kept up between decks, before going to sea and getting sick, when they are unable to do it. Much confusion is caused and damage done if boxes are left loose.

The price of steerage passage to New Orleans ranges from £3 10s to £5 for adults, and from £3 to £4 10s for children between 14 years and 1 year old; infants are free. The Passenger's Act of June 1852, Secs. XXVII and XXII, requires the broker or agent to supply the passengers with 70 days' provisions, if the ship sails between the 16th of January and the 14th of October, and 80 days' if she sails between the 14th of October and the 16th of January, according to the following scale:

3 quarts of water, daily
2 ½ lbs. **bread** or **biscuit**
1 lb. wheaten flour
5 lbs. **oatmeal**
2 lbs. **rice**
½ lb. sugar
2 oz. tea
2 oz. salt

(weekly to each statute adult and half the amount to children between 14 years and 1 year old)

The Act authorizes substitution as follows: 5 lbs. of good **potatoes**, or ½ lb. of beef or **pork** exclusive of bone, or of preserved meat, or ¾ lb. of **dried salt fish**, or 1 lb. of bread or biscuit, not inferior in quality to Navy Biscuit, or 1 lb. of best wheaten flour, or 1 lb. of split peas for 1 ¼ lb. of oatmeal, or for 1 lb. of rice; and ¼ lb. of preserved potatoes may be substituted for 1 lb. of potatoes. Vessels clearing out from Scotch or Irish ports may not issue less than 3 ½ lbs. of oatmeal for each statute adult weekly.

In addition to the above scale, the Latter-day Saints are furnished for the voyage with 2 ½ lbs. of sugar, 3 lbs. of butter, 2 lbs. of cheese, and 1 pint of vinegar for each statute adult, and half the amount to children between 14 years and 1 year old. One pound of beef or pork weekly to each statute adult is substituted for its equivalence in oatmeal. This quantity of provisions enables many of the passengers to live during the voyage more bountifully than they were in the habit of living in this country, but we would still advise those who can do it to procure more flour and sugar, and a few other articles such as we will enumerate: potatoes, ham, dried salt fish, onions, pickled onions, preserves, cayenne pepper, baking powders, mustard, sherbet, carbonate of soda, lime juice, plums, and currants. Marine soap is very useful on ship-board.

Roasted potatoes can be eaten by most persons during sea sickness. Lime juice mixed with sugar and water is healthy, agreeable, and cheap. About two spoonfuls to half a pint of water, sweetened to taste, make a pleasant drink.

Such provisions as are unconsumed on arrival at New Orleans are given to the passengers instead of being returned to this country, as is the case with other emigrant ships. If a vessel make a quick trip, there is a considerable amount left, which of course is a valuable assistance to poor passengers. The *John M. Wood* made a short trip, and the amount of provisions saved to the Perpetual Emigration Fund passengers was 150 lbs. of tea, 19 barrels of biscuit, 5 barrels of oatmeal, 4 barrels and 4 bags of rice, and 3 barrels of pork.

The first part of a sea voyage has often an astringent effect upon the bowels, and emigrants would do well to provide themselves with aperient medicines, if any. By regulating their diet and partaking as far as possible of such food as tends to relaxation instead of constipation, emigrants would very much escape seasickness and its attendant irregularities.

Passengers furnish their own beds and bedding, and likewise their cooking utensils, such as a boiler, sauce-pan, and frying pan. They should also provide themselves with a tin porringer, tin plate, tin dish, knife and fork, spoon, and a tin vessel, or an earthen one encased in wickerwork, to hold three quarts of water for each person. A box or barrel for provisions, and smallbags or boxes for tea, salt, etc. are required. A strong canvas bag to hold the biscuits is far preferable to putting them with other provisions, as it prevents the biscuits from acquiring a disagreeable taste. The cooking utensils and other articles named should be purchased, if possible, before the passengers leave home, as they can be procured of a better quality than those sold in Liverpool, which in many cases are unfit for use.

The ship provides the cooking apparatus and fuel, and the Passenger's Act requires that "every Passenger Ship carrying as many as one hundred statute adults shall have on board a seafaring person who shall be rated in the Ship's Articles as Passengers' Steward, and who shall be approved by the Emigration Officer at the Port of Clearance, and who shall be employed in messing and serving out the provisions to the passengers, and in assisting to maintain cleanliness, order, and good discipline among the passengers, and who shall not assist in any way in navigating or working the ship." (Sec. XXXV) Likewise that "every Passenger Ship carrying as many as one hundred statute adults shall also have on board a seafaring man, or if carrying more than four hundred statute adults, two seafaring men, to be rated and approved as in the case of Passengers' Stewards, who shall be employed in cooking the food of the passengers." (Sec. XXXVI) When the number of passengers exceeds one hundred statute adults, and the space allotted to each on the passengers' deck is less than fourteen clear superficial feet, or when, whatever may be the space allotted to the passengers, the number of persons on board (including cabin passengers, officers, and crew) exceeds five hundred, the Act requires a duly qualified Medical Practitioner to be carried, and rated on the ship's articles.

The Act provides for the berthing of the passengers. IT requires that the berths shall be six feet in length, and that eighteen inches in width shall be allowed to each statute adult. No two passengers, unless members of the same family, may be placed in the same berth, nor in any case may persons of different sexes, above the age of fourteen years, unless husband and wife, be placed in the same berth. All unmarried male passengers of the age of fourteen years and upwards are berthed in the fore part of the vessel and are separated from the rest of the passengers by a strong bulk head. The Government Emigration Officer at the port of embarkation, previous to the ship's departure, sees that all these regulations are carried out and that the provisions and water are shipped of good quality and in the proper quantity for the passengers on board. If that functionary properly fulfills his duty, it is almost impossible for an emigrant ship to proceed to sea under an infraction of any clause of the Passengers' Act. The details of this Act properly carried out, and the regulations established by the Latter-day Saints in all their ships, secure to the passengers an amount of comfort, security, and health, which other emigrants of the same class are strangers to.

In getting on board, a stated time for receiving the luggage having been advertised, and the adult male passengers being mostly at the ship at the same time, they assist each other and save the expense of porters and the liability of being robbed by a class of men who frequent all emigrant ships, ostensibly as porters, but really to pilfer from the passengers. If porters are engaged, it should be those who are licensed. They are designated by a badge worn on the arm, and if compliant is necessary, reference to the porter's number will aid the police to find him.

While in Liverpool, emigrants should not expose themselves to wet or cold or weary themselves unnecessarily. They should be especially careful of their children. By going on ship-board in a good degree of health, passengers are much better able to withstand the effects of seasickness and change of diet and habit.

The Parliamentary Committee on Emigrant Ships before referred to have issued two Reports, wherein they make a number of recommendation calculated to be of great benefit to emigrants generally, but especially to such as do not sail in the Latter-day Saints' ships. The excellent sanitary arrangements and good discipline which characterize all their ships have prevented that fearful mortality which has occurred on other emigrant ships, and aroused the very serious attention of the Governments of Great Britain and the United States to the importance of providing further legislative enactments to check the growing evil.

The Committee recommend that an addition should be made to the dietary scale; that the water should be carried in metal casks, that not less than 14 feet between decks should be allowed to each statute adult; that the practice of counting two children under 14 years old as only one adult should be modified; that no ship should carry more than 500 passengers, except in special cases; that the number of passengers allowed to be carried without a surgeon should be reduced from 500 to 300; that power should be given to the Government to prevent emigrant ships from leaving any ports where cholera or other epidemics prevail, and should any exception be made, that the ship should carry a surgeon though the number of passengers should be under 300; and that the detention money for the support of emigrants when the ship is delayed should be raised from 1s. to 1s. 6d. per day for each statute adult. The stowage of the cargo, the manning of the ship, the boats and other appliances for saving life, the compasses, and numerous other matters have received the attention of the Committee, and valuable suggestions are made thereon. The Committee also consider that vessels bringing emigrants across the Irish Channel for embarkation should be compelled to protect them from the weather and thus prevent that sickness resulting from exposure, which often lays the foundation for permanent disease. At present the cattle are better protected on those boats than deck passengers. Lodging houses too have been under consideration. Finally, it is urgently suggested by the Committee that negotiations should be immediately opened with the Government at Washington for an effective co-operation in some system for the mutual enforcement of regulations calculated to insure the advantages to emigrants now under contemplation. We are happy to see that several of the items referred to in the Report are such as Elder S. W. Richards in his evidence before the Committee made remarks upon.

We have now reviewed in considerable detail the emigration which has already taken place, the mode in which it has been conducted, and have given some general instructions to future emigrants. We did not purpose to extend this part of the Work to so great a length, but it was found impossible to present the subject fairly in a less compass, and we were much encouraged by influential persons to give it unabridged. The subject has never before been given in its present consecutive and complete form, which will render it particularly valuable as a record, and, we trust, interesting to all Latter-day Saints.

As there will, no doubt, another season of emigration transpire before this Work is complete, it is necessary to say that this review is written up to August 1854. We shall probably issue an appendix with the last Part, bringing the history of the emigration up to that time.

Chapter X.

On the 5th day of February, 1853, in compliance with previous arrangements, I embarked in the *Jersey* for New Orleans, on my way to Great Salt Lake Valley. My object was to make sketches of the principal and most interesting places on the route, and Great Salt Lake City, which were afterwards to be published with suitable descriptions and statistics. On my return I was solicited to allow my narrative of the journey to be published likewise. I consented, although conscious of its want of completeness; indeed the particular object of my journey, and my limited time, entirely prevented me from gathering that variety and store of information, which might very properly be looked for in the narrative of a traveller. The original plan of the work, however, renders it a matter of secondary importance, for the editor will give historical, geographical, biographical, and statistical information as the narrative proceeds, and will write it up to the date of publication, and arrangement which cannot fail to make the work more acceptable, since it will enable him to embrace facts ulterior to the narrative.

After looking round the good ship, and taking a peep at the passengers, who were to be my companions during the voyage to New Orleans, I selected a berth quite to my taste, in the second cabin, a small house on deck fitted up with single berths for eight persons. I found, much to my satisfaction, that there were five or six pleasant fellows, of whom I already knew something. I was introduced to the captain, a short, fat, fussy old fellow in spectacles, and, like most fat people with abundant corporations, he seemed to be tolerably good tempered. The first mate did not present so pleasant an appearance. He was a more angular body, all sharp points and corners. It was evident it would not do to run against him. His teeth that remained were long and pointed, his complexion, hair, and eyebrows were dark, and he had the largest and lightest grey eyes I ever saw—they were absolutely luminous. He was an uncomfortable fellow to look at. All I can say of the crew is that they were a picturesque looking set of fellows, and I thought that if they were only as courageous and daring in a storm as they were in taking God's name in vain, the ship would not be lost for want of energy. The steerage passengers, of whom there were three hundred, were composed one half of English and the other half of Welsh, causing a confusion of tongues quite amusing until you were personally interested in what was said. They, however, managed very well, and most heartily and lustily helped each other in all kinds of work where more than one pair of hands were necessary for its accomplishment.

Just as I had completed my survey, there was a general muster for examination by the Government Medical Inspector. The strong and healthy strode up with confidence and answered questions promptly and in a tone of independence, while the few who had been recently indisposed nervously advanced, answered warily, and, having passed examination, seemed to congratulate themselves, as if they had escaped from some great danger. One very old woman supported by two men was delayed a short time, but as she was only weak from the effects of old age, she was permitted to proceed on her journey of obedience. All were healthy, or sufficiently so to warrant them in staying on board. So we were hauled out of dock, and soon after, a pedler and an old woman with a basket of trinkets were found "stowed away" on board. The little fat captain, who turned out to be a choleric old fellow, flew at the man, "like a Turk," punched his head and blacked his eye, and sent both man and woman back by the steam tug which took us out.

We were quickly towed down the Mersey, past the Rock Lighthouse and the Fort at the mouth, and the wind being fair, the sails were soon unfurled and filled, and we stood out to sea. Thoughts crowded my brain; of course I thought of old England. It is impossible to leave the land of one's birth without regret, or to leave one's kindred and friends, even for a few months, without a sigh. I wondered whether I should ever see them again, or if my ears would ever again be greeted with gentle words of affection in fond tones from their loving lips! I thought of perils on sea—tempest, fire, and disease; the dangers in strange cities, and risks among treacherous Indians; but again reflected and comforted myself with the assurance that it was childish and useless to fear, and that men died not by accident, that none fell without God's notice! I

felt it was a worthy enterprise, and that the greater the difficulties, the greater would be the honour if they were surmounted. Others had safely traveled over the same road, then why should not I? I knew that if I was wise I should look on the bright side of things, and like the artist with his pictures, should even make the shadow and gloom instrumental in adding interest and instruction to my trip. How tame and insipid would be his pictures if they were without shadow! Even so would be our lives if they were without their occasional trying circumstances. With what intense pleasure does the safely arrived traveler look back upon his journey and call to mind the time when, after a day's travel over a sandy desert, he arrived, weary and thirsty, at a green and shady place, watered by pure bubbling springs. He thought at the time that that was the most lovely place on earth, and the water from the spring the purest and most delicious he had ever drunk. Things are good by contrast. How pleasant the green and shady place, how delicious the water, how refreshing the rest, to the jaded traveler after his day of toil! I had a chance of enduring similar temporary hardships and of experiencing moments of happiness such as those described.

Soon the land grew less distinct, and as it became more and more grey, there rose above all other sounds the voices of men and women sweetly mingling, in tones of heart-felt feeling, in the song of—

“Yes, my native land, I love thee.”

Then the deck became deserted, as the motion of the ship began to affect the heads and stomachs of men and women, hitherto used only to steady Terra Firma. I confess I was affected very soon. The contents of my stomach began to rebel, and at last after much threatening, and, as I thought, much unnecessary noise, jumped overboard. They seemed to say, “You may leave old England, but we won’t.” But whether they ever reached the land, I cannot say. I have a gloomy suspicion that they met with a watery grave. I went to the cabin where I found my fellow passengers already assembled, sitting on their boxes with all the gravity of men momentarily expecting the visitation of a grievous calamity. Young Joe H. was already in his berth, hugging a tin basin, and I thought, from the noise he was making, that he would soon be relieved. His brother John was sitting on his box, with his large eyes wide open, looking at Leary and seeming to say, “Am I, am I going to be sick?” While Leary with his shaven head (he had a fever), his hands on his knees, without a vestige of colour in his cheeks, did not answer audibly, but in the same language seemed to say, “Ditto! Ditto!” I turned into my berth, and presently saw Leary start from his seat and rush out of the cabin; very soon John followed his example. I concluded that there would be no necessity for either of them to repeat the question, audibly or otherwise, and by this time, as the breeze freshened, and I became more giddy, I ceased to watch any one, and of necessity minded my own business. I could not help noticing, however, as the vessel began to pitch and roll, that the tin cans and provision boxes began to travel and dance about the cabin. I thought the music they danced to was very disagreeable, and earnestly entreated a man still capable of locomotion to put a stop to it. Music may have charms, but it must be of a superior description, and better timed than that was, to be appreciated and admired.

The next day the necessary instructions were given to the emigrants, relative to the regulations deemed necessary for their comfort, health, and safety. The married men and women had already been placed in the centre of the ship, and the unmarried portion at the two extremities—the males at the bow and the females at the stern. The whole of the passengers were divided into districts of equal numbers, with a president and two counselors to each district. These had to see that the ship was cleaned out every morning, that all lights except ship lights were put out at eight o'clock at night, and never on any account to permit a naked or uncovered light to be in the ship. These and other precautions to prevent fire were conceived to be most essential, for in truth, no calamity that can occur is so dreadful as a fire at sea. This was forcibly impressed upon my mind by an accident that occurred during my voyage home. I give an extract from my journal—

December 27, 1853— Today, as I was sitting down in the cabin, enjoying a quiet game at chess, surrounded by several passengers who were watching the game, a cry of “Fire” made all start; a pallor overspread their countenances, and again they were shocked, and they rushed tumultuously to the hatchway, at that repeated and dreadful cry. “Where? Where?” was the earnest inquiry of one, across whose mind the recollection flashed that barrels of turpentine formed part of the cargo. None knew, none answered. They gained the deck, dense volumes of smoke witnessed to the truth of the cry, and showed to one partially relieved heart that it was from a house on deck and not from below, where the cargo was. Had it been there, God alone could have saved the ship. But the wind was strong, and was sighing and moaning through the rigging, and threatening, by its force, to spread the flames beyond the chance of control, if they were not soon extinguished. The men assured the women that the fire might soon be put out, and, leaving them to their lamentations, hurried for water, while one of the officers of the ship attended to the hose. All were willing to help, buckets were abundant, and soon the antagonistic elements met and, thank Heaven, water was the conqueror. It saved the passengers; it might have been their grave.

It seems to be almost impossible to convince some of the risk incurred by having uncovered lights about the ship. The most rigid discipline should therefore be observed in this respect.

The presidents of districts also had to see that no principle of morality was violated; to meet their districts at eight p.m., to pray with them, and to give any general instructions thought necessary; and to daily meet in council, with the president over the whole company, to report the condition of their districts, and to consult with and receive instructions from him.

The most scrupulous cleanliness was thought to be necessary; frequent fumigation and sprinkling of lime; and on warm days all sick persons, whether willing or not, were brought into the air and sunshine. The consequence was that the general health during the whole voyage was most satisfactory, only one death occurring, and that of a very old woman, mentioned before, who was nearly dying when first taken on board.

The chief difficulty which was experienced was to rule the cooking galley. I do not believe that the Queen, with her Privy Council, and the Houses of Lords and Commons put together, could have legislated successfully for it. Two or three revolutions occurred in it. Once, the cooks were forcibly expelled. The insurgents took the poker and shovel into their own hands, and as a matter of course they burned their fingers, as all meddlers in government affairs do. Too many cooks spoiled the broth; they quarrelled among themselves, and the result was that the chuckling cooks re-took their honours and were as impartial and as unpopular as ever.

Upon one occasion while the council was sitting, an old man rushed in with a saucepan of rice, and demanded justice. “Here,” said he, poking the saucepan first under one man’s nose, and then under another’s, “Here’s my rice burned again; I can’t, and I won’t, eat it; What am I to do? I haven’t had anything to eat today;” and seeing one man about to speak, as he supposed not in his favour, he thrust his unanswerable argument, the burnt rice, under the man’s nasal organ and, more excited than ever, shouted, “Could you eat it?” The cook was summoned, was questioned, and said that the old man was quarrelsome, “He even quarrelled with the women,” and refused to put his rice into a cloth, so it was burned. Of course he hadn’t time to keep stirring everybody’s rice. The case was dismissed without damages being awarded; but as the old man had nothing cooked to eat, I gave him some of my rice, with advice to obey counsel, and if he was determined to quarrel with the women, at any rate to be friendly with the cook, for to quarrel with so important a personage was absolute madness.

Considering all things, however, the little world behaved itself remarkably well. After a few days all became used to the motion of the ship. Sickness disappeared, and was only remembered to be laughed at. Merry groups assembled on the deck and, sitting in the sunshine, told stories, sang songs, and cracked jokes by the hour together, and generally with a propriety most unexceptional.

During the whole of the voyage, the weather was charming. We left winter behind us, but as we went south we were greeted by the most delicious warmth and sunshine.

The most unimpressible must have been affected by the glorious rising and setting of the sun, by the beauty and vastness of the ocean, and by the power of the winds. I was much amused by an observation made to me by a lad who stammered very badly. He was standing by me one day, looking at the water, which was rather rough, when turning suddenly round to me, and rather excited, he said, "I t-t-tell y-y-you w-w-what, it seems t-t-to me that the s-s-sea is n-n-next to God Almighty!" Taken by surprise and rather startled, I asked him why. "Why," said he, "why it s-s-seems t-t-to me th-that it c-c-could move almost anything." I rather damped his enthusiasm at his supposed discovery by asking him, if because the sea could move almost anything it was next to God Almighty, what was the relative position of the wind which moved the sea?

The day before we saw the first land was an exciting time for us. We had been out of sight of land so long that some made up their minds that they would sit up all night that they might see Cape Cabron, on the north of San Domingo, the first thing in the morning. None, however, carried out the determination; they crept to bed one after the other and had to be called up to see Cape Cabron in the morning. Soon after, we came in sight of the main land of the island and old Cape Francais. The green colour of the island of Tortuga was quite refreshing. We had been so long away from vegetation that even a distant glimpse of it afforded pleasure. None but those who have been absent at sea for so long a period can fully appreciate the feelings inspired by such a sight. Then we passed the island of Cuba, the largest of all the West Indian islands and the principal colony of Spain. We soon left that island far behind us, and as we onward sped, buoyant with hope and anticipation of soon reaching New Orleans, the wind still continued in our favour, and we very pleasantly and swiftly stretched away across the Gulf of Mexico, and next began to look out for the pilot. When we got up the last morning, before arriving at the anchorage at the mouth of the Mississippi River, we found that the water had changed from its deep ocean blue and was already contaminated by the light muddy water of the Mississippi, and then when the pilot boat came alongside and the pilot got on board, there came in with him a feeling of security and satisfaction. He was an assurance of safety and seemed a sort of amphibious animal to convey us from the dangers of the deep to the security of Terra Firma.

At the bar we found a ship which had started from England two weeks before us, detained at the mouth of the river on account of the shallowness of the water. We should have remained there too had not our crafty old captain represented his ship as drawing less water than she really did. The consequence was that in two or three hours a huge Mississippi steamboat came alongside and, having bound herself to us, very soon carried us safely inside the bar. Then another boat of similar appearance took hold of us, and we began to ascend the far-famed and mighty Mississippi.

We entered the river by the southwest channel and passed the Balize or Pilot Station on the east, about three miles from the bar, and the lighthouse, of which the accompanying wood cut is a representation, on the west, about four miles inland. Then we passed forts Jackson, St. Philip, and St. Leon at the English turn, then the Battleground, where the English under command of Sir Edward Packenham were in 1814-15 so signally defeated in attempting an invasion of New Orleans.

The distance from the bar to New Orleans is from 90 to 100 miles, and the Jersey was four days in being towed up. For thirty miles from the entrance to the channel, nothing is seen but muddy swamps,

and rushes, but above Fort Jackson the plantations commence, which are rather small at first, but as you approach New Orleans, they become finer and larger. The banks on the side of the river are very low, and as far up as New Orleans, they present the same general appearance. I should judge, however, from the planters' large houses with their broad verandas, that the cultivation of the sugar cane was not there an unprofitable business.

We arrived at New Orleans on the 21st of March, having had quite a pleasure trip of a little over six weeks' duration. The number of miles travelled is seldom less than 5000, although the geographical distance from Liverpool to this port is only about 4400 miles.

Just before we got to New Orleans we were told to look out for thieves in the shape of boarding-house runners, and although we could not keep them off the ship, we made up our minds they should not go below. We therefore stationed four men at each hatchway, with instructions to allow none but passengers to go down. We soon found the benefit of this arrangement, as it was as much as the guards could do to keep the blackguards on deck. They swore that they had friends below, and when asked for their names, they generally gave some of the commonest Irish ones. This however was quite a failure, as there was not an Irishman amongst the passengers. One fellow, when told that there was no Pat Murphy on board, said it was a lie, as he never knew a ship without one. But finding our guards steady and not to be intimidated, they gave it up as a bad job and departed, vowing vengeance to the "Mormons."

Chapter XI.

We had now entered the Great Republic of the United States of North America and had ascended from ninety to one hundred miles into the interior of the State of Louisiana, part of the once magnificent French "Province of Louisiana," which occupied all the valley of the Mississippi east and west, from its source to the Gulf of Mexico, and our ship was moored alongside the levee of the thriving port of the city of New Orleans.

Here the emigrants were met by Elder James Brown, the agent appointed by the Church authorities to receive and forward them up to St. Louis. This gentleman rendered every assistance to the passengers in disembarking, etc., and acted in concert with the president of the company over the sea, Elder George Halliday, in giving advice to the emigrants and protecting them from depredation. Elated with the successful termination of the voyage to this place, they soon crowded on to the levee and made their way into the city, in the hope of finding something more tempting to the palate than the ship fare. They were, however, especially cautioned before leaving the ship to be very careful and abstemious in the use of fresh meat and vegetables, a very necessary piece of advice to persons who had been living some weeks upon biscuit, salt pork, etc. They were also told to beware of swindlers and their grand instrument of attack, ardent spirits. As I wandered through the quaint, old-fashioned city, I saw many a familiar face that I had seen on board the *Jersey*, at a street restaurant, enjoying a moderate meal obtained for five cents. Most of these places are kept by Frenchmen, and French is so commonly spoken that one may visit several cafés or restaurants without being able to converse in English. The advice given to the emigrants was so well observed that as a general thing they escaped the numerous evils with which all foreigners arriving in this place are beset. Owing to the promptness of Elder Brown, the *John Simonds steamboat* was soon engaged for the passengers. The passage for adults was two and a quarter dollars. Children between fourteen and three years old were half-price, and those under, free.

Here I parted from the emigrants, for the purpose of taking sketches between this place and the camping ground.

Chapter XVI.

At St. Louis I learned that the emigrants to Great Salt Lake Valley, instead of going up the dangerous Missouri River in steamboats, would this year (1853) start from Keokuk and cross the state of Iowa to Kanesville, and although circumstances prevented my crossing the country with them, I determined to visit the Camp, and then Nauvoo and Carthage, places of undying interest. . . .

Note: Up to 1853, the point of outfit for the plains for the L. D. Saints had been at Kanesville, Council Bluffs, on the Missouri River, at the western boundary of Iowa. The merchants and traders of this place had commenced a system of inordinate speculation upon emigrants, which, in connection with the somewhat dangerous ascent of the Missouri, and the sickness of its bottoms, caused the point of outfit to be changed to the Mississippi River. Elder Isaac C. Haight, who had charge of the emigration over the Plains in 1853, selected Keokuk for that purpose, being a healthy locality, and otherwise suitable. This change, however, increased the land travel the whole breadth of Iowa which lies between Keokuk and Council Bluffs. Arrangements were made by Elder Haight with the St. Louis packet line to take the Saints with their luggage, on their arrival at St. Louis, from one boat to another, so that they might not be detained there more than 24 hours. The company which left England in the *Jersey* was not detained there over one night. Excellent arrangements were also made at Keokuk and Sugar Creek for camping and organizing the emigrants previously to departure for G. S. L. Valley, and owing to the liberality of the inhabitants of those places no expense was incurred. The Mayor of Keokuk and other influential men rendered every assistance and seemed highly gratified and pleased with the temporary residence of the Saints among them. At Sugar Creek a field of 2000 acres was placed at the service of the emigrants by one gentleman.

Before setting out from Keokuk, it was necessary that an organization should be made of the Camp, and consequently Elder Haight appointed captains of hundreds, of fifties, and of tens. Each had a certain number of teams to preside over, and likewise had a general superintendence of all things pertaining to the journey. Pioneers were selected to go in advance to search out suitable camping grounds. Chaplains were appointed to accompany the Camp, to see that the regular Church services, especially that of the Lord's Supper, were attended to on the Sabbath day, that all persons attended meetings, and to visit the sick, etc. Guards were selected to stand watch at night when the Camp came to a halt, and to announce the hours. A council of the whole Camp, presided over by the President of the entire company, had jurisdiction in all cases of dispute, or of conduct unbecoming Saints.

The healthfulness of Keokuk was such that few deaths occurred while the emigrants were encamped there. The last company of teams started on the Plains about the 20th of June and reached the Missouri River about the 20th of July, at which time the water was high, the spring freshets having been higher in the previous spring than was ever known since white men had set foot upon its banks. The emigrants were remarkably healthy on arriving at this point, and only about 100 chose to remain behind, some to apostatize and others to go on the next season. The road between Keokuk and Council Bluffs lies to the NW and passes through beautiful woodland scenery, and prairies with grass varying from 1 to 7 ft. in height, affording good feed for cattle.

I landed at Keokuk, about 200 miles above St. Louis, early in the morning, and although I could discover that the city was on an elevated site, it was still too grey to see any thing at a distance. I went into a small tavern, and, after inquiring as to the breakfast hour, I requested the privilege of washing myself, which was granted. I was ushered into a room already occupied by a dog and its kennel, and a number of imitation dogs in plaster, with heads hung on wire, which, upon the admission of a current of air through the open door, commenced nodding their heads with the greatest solemnity, and continued their salutations all the time I was occupied with my ablutions. They were the property of an Italian. These

Italians make their way all through the States with plaster casts and barrel-organs, and, as they manage to live, of course it is reasonable to conclude that their efforts in sculpture and music meet with patronage.

While breakfast was preparing, I sallied out in search of the Camp, which, after climbing a steep bluff on the edge of the river, I found most picturesquely situated on the top of a hill, surrounded by wood, and commanding a view of the country for miles around. The situation was admirably chosen, as there were good drainage and an abundance of wood and water combined. It was just daylight, and the guards had retired to their tents. Upon my entrance all was still in the Camp, no person was to be seen, and I had to trust to chance in finding my friend J. H—. I therefore went to a tent at a venture, lifted a curtain hung before the entrance, and found that chance had befriended me, for there lay sleeping just before me the man I sought. “Hallo, Jack!” shouted I, “Awake thou that sleepest.” He obeyed with a jump, and, staring with astonishment, grasped my hand, and in terms like my own, and almost as loud, he cried, “Hallo, Fred!” He quickly dressed in the midst of a running fire of questions and answers, and as it was rather cold, we had a run through the Camp, apparently to the surprise of the English, Scotch, Welsh, French, and Dutch, who, by this time, were out of their tents and employed in making bellows of their lungs and cheeks, in the almost vain attempt to light the wood not yet freed by the sun from the dew of the previous night.

The emigrants from each nation had wisely been placed together, and those who had crossed the sea together were still associated as neighbors in Camp. I heard no complaints of sickness, and I was told that the general health was good. The elders in charge seemed thoroughly competent, and Elders Haight and Eldridge were incessant in their labours. I particularly noticed the generosity with which Elder C. H. Wheelock volunteered the use of his teams for the public good. They were constantly engaged in transporting the luggage of the emigrants from the river to the Camp, which saved many a poor family from a dilemma, for as yet there were very few oxen in the Camp, and most persons were unwilling to run the risk of their animals being worn out before the commencement of the journey.

The Camp was in excellent order, and the emigrants informed me that when the ground was not muddy they would as soon live in a tent as in a house. I saw few idlers—indeed, rather than remain unemployed until the trains moved off, those who could not get work in the town of Keokuk at their trades took advantage of the opportunity which offered of working on the roads. By this means they saved what little money they possessed, and in many instances added to their stock, and were thus enabled to obtain many little comforts which they must otherwise have gone without. . . .

Before leaving Keokuk I made the accompanying sketch of the Camp, showing the arrangement of the wagons and tents, which, with their white covers, looked extremely picturesque amidst the spring foliage of the country. I did not purpose to cross the State of Iowa with the emigrants, but, after visiting Nauvoo and Carthage, to go up the Missouri River to Kanesville and intercept some of the companies at the starting point on that river.

Across the Plains

Journal History, September 22, 1853

Letter from Henry Pugh, secretary of the company, to President Brigham Young:

“Dear Brother: I embrace the first opportunity of remitting you the enclosed list according to your request and trust you will find it contains all the information you require. I also hope it is tolerably correct, although there may be some slight errors, for it is almost impossible to arrive at a perfect statement, on account of the difficulties we are now encountering in the want of grass and the consequent daily loss of some cattle. I believe 13 gave out on the 20th instant, and five or six yesterday; consequently the total number herein given will be minus the sum of those numbers, and I fear before the close of this day there will be a further reduction. I trust my son-in-law Joseph W. Young has met you ere this arrives and that he will hasten to return to this camp, for I am sorry to say things are not going on so comfortably as I could wish, there not being sufficient confidence placed upon our present leader, though I believe he does his best to merit the approbation of all concerned with due respect.

“I remain in the bonds of the new and everlasting covenant, your faithful brother,

“Henry Pugh, secretary.”

Journal History, Supplement, December 31, 1852

Emigration of 1852, 14th Company, list of pioneers

- | | |
|-----------------------------|------------------------------|
| 1. William Parry, age 33 | 27. Morgan Jones, 33 |
| 2. Jane Parry, 26 | 28. Mary Jones, 20 |
| 3. Harriet Parry, 30 | 29. Lovina Jones, 9 |
| 4. John Davies, 27 | 30. Edmund Jones, 42 |
| 5. Mary Davies, 25 | 31. Susannah Jones, 72 |
| 6. David Williams, 30 | 32. Elizabeth Morgan, 21 |
| 7. Sarah Williams, 30 | 33. Ruth Morgan, 14 |
| 8. John Blake, 33 | 34. Morgan S. Evans, 20 |
| 9. Rebekah Blake, 40 | 35. Mary Evans, 24 |
| 10. Mary Anna Blake, 10 | 36. Sarah Hopkins, 39 |
| 11. John Morris, 60 | 37. William Hopkins, 8 |
| 12. Barbra Morris, 60 | 38. Griffith Thomas, 35 |
| 13. Barbra Morris, 19 | 39. Abednego Jones, 41 |
| 14. Hugh Morris, 16 | 40. Mary Jones, 38 |
| 15. John Morris, 23 | 41. Ann Jones, 12 |
| 16. Mary Morris, 18 | 42. John T. Jones, 5 |
| 17. Isaac Morris, 25 | 43. Harriet Jones, 1 |
| 18. Elizabeth Morris, 24 | 44. Benjamin Blackwell, 39 |
| 19. Sarah E. Morris, infant | 45. James Morgan, 43 |
| 20. William H. Waylett, 26 | 46. Samuel Davies, 43 |
| 21. Sarah Waylett, 17 | 47. Ann Davies, 52 |
| 22. John Hyde, 20 | 48. Daniel Williams, 50 |
| 23. Joseph Hyde, 11 | 49. Mary Williams, 50 |
| 24. James R. Millard, 26 | 50. Joseph Griffiths Sr., 64 |
| 25. John Criddle, 26 | 51. Thomas Griffiths, 28 |
| 26. John Davies, 62 | 52. Elizabeth Griffiths, 23 |

53. Joseph Griffiths Jr., 26
54. Pheobe Griffiths
55. Daniel Williams, 59
56. Ruth Williams, 73
57. David Jones, 35
58. Margaret Jones, 45
59. Richard Thomas, 16
60. Blanch Thomas, 10
61. Catherine Thomas, 8
62. John Owen, 20
63. Mary Owen, 19
64. John Roache, 64
65. William Roache, 19
66. David Evans, 47
67. Josiah Price, 21
68. Sarah Price, 11
69. William Hockins, 26
70. Jane Hockins, 32
71. William H. Ashton, 21
72. Henry Cooksley, 21
73. Rebecca Antill, 27
74. Elizabeth Tuffley, 31
75. Emma Green, 24
76. Elizabeth Allen, 40
77. Harriet Simons, 15
78. James Cook, 35
79. Ann Cook, 33
80. Ann Cook, 8
81. Henry Cook, 3
82. Betsy Tittley, 30
83. Emanuel Camp, 24
84. Sarah Camp, 22
85. William Camp, 2
86. Hannah Adams, 37
87. George Claxton, 55
88. Susannah Claxton, 50
89. Mary Ann Claxton, 30
90. Susannah Claxton, 7
91. Robert Spicer, 50
92. Richard Fairhurst, 78
93. Frederick Pay, 27
94. Elizabeth Pay, 19
95. John Wilkey, 24
96. Ann Wilkey, 24
97. Adam Oughton, 43
98. Mary Oughton, 52
99. John Irvine, 34
100. Eliza Irvine, 28
101. Thomas Irvine, 11
102. Eliza Potts, 54
103. Mary Ann Potts, 22
104. Sarah Potts, 16
105. James Bailey, 32
106. Mary Ann Bailey, 32
107. David Bona, 66
108. Ann Bona, 46
109. John Bona, 23
110. David Bona Jr., 17
111. William Bona, 15
112. Eliza Bona, 13
113. Rowland Rees, 26
114. Harriet Rees, 28
115. John Rees, 5
116. Rowland Rees, 3
117. Sarah Ann Rees, 1 ½
118. David Jenkins, 72
119. John Garrett, 37
120. Finetta Garrett, 37
121. Richard W. Garrett, 6
122. Henage A. Garrett, 4
123. infant Garrett
124. Elizabeth Watts, 22
125. Henry Green, 20
126. William F. Butt, 23
127. Mary Ann Butt, 27
128. Joseph Finch, 22
129. Benjamin Evans, 48
130. Ann Evans, 50
131. Abraham Taylor, 45
132. Ann Taylor, 42
133. Jabus Taylor, 20
134. Amos Taylor, 18
135. Joseph Taylor, 12
136. Thomas Thomas, 55
137. Ann Thomas, 55
138. Mary Thomas, 21
139. Thomas Thomas, 25
140. Elizabeth Thomas, 21
141. David Thomas, 27
142. Elizabeth Thomas 25
143. Thomas L. Thomas, 4
144. David Thomas, 1
145. Ann Thomas, 15
146. Margaret Harry, 38
147. Richard I. Davies, 27
148. Rebecca Davies, 24

149. William Davies, 2
150. Mary Morgan, 46
151. Anne Morgan, 23
152. Margaret Morgan, 19
153. Sarah Morgan, 12
154. David Morgan, 10
155. William Davies, 44
156. David Edwards, 34
157. Alice Edwards, 44
158. Evan Smith, 34
159. Ann Thomas, 25
160. William Thomas, 26
161. William Thomas Jr., 4
162. John Adams, 21
163. John F. Adams, 19
164. Thomas Thomas, 27
165. Mary Thomas, 17
166. John Chattener, 57
167. William Griffiths
168. Joseph Morgan, 30
169. Edwin Morgan, 10
170. Thomas Evans, 59
171. Eliza Lloyd, 18
172. Thomas Thomas (Capt.), 33
173. Martha Thomas, 21
174. Thomas Lewis, 63
175. Richard Rostron, 26
176. Ellen Rostron, 22
177. Joseph Rostron, 6
178. William Rostron, 4
179. Ephraim P. Rostron, 1
180. Elizabeth White, 25
181. Ann I. Stubbs, 29
182. John Rees, 20
183. Elizabeth Rees, 25
184. John Pearson, 30
185. Margaret Pearson, 29
186. Simpson Pearson, 9
187. Henry Wood, 23
188. William Speakman, 36
189. Sarah Speakman, 21
190. John Lewis, 56
191. Elizabeth B. Lewis, 55
192. Joseph Routledge, 20
193. Alice Routledge, 21
194. Elizabeth Routledge, 1
195. Elizabeth Pidd, 21
196. Sarah Pidd, 27
197. Samuel Claridge, 24
198. Charlotte Claridge, 22
199. Samuel D. Claridge, 2
200. Elizabeth A. Claridge, 1
201. Henry Coleman, 17
202. Henry Golding, 22
203. Elizabeth Golding, 21
204. Ambrose Hunt, 25
205. Sophia Hunt, 22
206. Thomas Carter, 30
207. Mary Ann Carter, 29
208. Hezekiah Carter, 10
209. Elizabeth Spriggs, 34
210. Robert Roy, 28
211. Charles Stewart, 72
212. John Aiston, 28
213. Mary Aiston, 28
214. Joshua Meservy, 46
215. Jane Meservy, 42
216. Joshua Meservy Jr., 20
217. Harriet Meservy, 16
218. John Meservy, 14
219. Joseph Meservy, 10
220. Jane Meservy, 8
221. James Meservy, 6
222. Ann Elizabeth Meservy, 68 mos.
223. Thomas Slater, 33
224. Elizabeth Slater, 33
225. Mary Ann Slater, 8
226. William Petrie, 57
227. Margaret Petrie, 55
228. Charles Kemmish, 39
229. Elizabeth Kemmish, 39
230. Elizabeth Kemmish, 16
231. Jane Kemmish, 11
232. Peter C. Kemmish, 9
233. Mary Kemmish, 7
234. Daniel Kemmish, 5
235. Ephraim Kemmish, 2
236. Eliza C. Kemmish, 7 mos.
237. William Butterworth, 30
238. William Legge, 52
239. William Thompson, 35
240. Ann M. Thompson, 35
241. William Thompson, 12
242. Harriet A. Thompson, 9
243. James Thompson, 7
244. Sarah A. Thompson, 1

245. Thomas Cope, 39
246. Martha Cope, 29
247. Henry Cope, 8 mos.
248. Fanny Newton, 19
249. Ruth H. Newton, 16
250. John W. Whitehead, 28
251. Mary D. Whitehead, 27
252. Edward W. Whitehead, 8
253. Samuel G. Whitehead, 6
254. Richard S. Whitehead, 1
255. Samuel I. Sudbury, 24
256. Emma S. Sudbury, 21
257. Edward Fairbourn, 26
258. Emily Fairbourn, 27
259. William Foster, 46
260. Amelia Foster, 44
261. Sarah Foster, 19
262. John Keddington, 74
263. Elizabeth Keddington, 64
264. William Keddington, 23
265. Mary Ann Keddington, 26
266. John Keddington, 3
267. Robert W. Reeve, 39
268. Robert W. Reeve Jr., 15
269. Elizabeth Reeve (Pitt), 29
270. Richard Sherlock, 23
271. Elizabeth Hillyard, 15
272. John Harris, 36
273. Mary Ann Harris, 52
274. Thomas Harris, 12
275. John Spriggs, 34
276. Charlotte Spriggs, 10
277. Sarah M. Spriggs, 8
278. Elizabeth A. Spriggs, 7
279. Jane H. Spriggs, 3
280. Mary Ann Spriggs, 1
281. Martha Young, 24
282. Elizabeth Meeks, 43
283. Murfit Meeks, 30
284. James Cushing, 23
285. Maria Cushing, 24
286. Ellen M. Cushing, 2
287. Robert Dye, 30
288. Harriet Dye, 30
289. Harriet Dye, 10
290. Elizabeth Dye, 6
291. Edward L. Parry, 34
292. Elizabeth Parry, 35
293. William Thomas, 59
294. Ann Thomas, 54
295. Charlotte Thomas, 21
296. Thomas Thomas, 20
297. Catherine Thomas, 18
298. Jennett Thomas, 16
299. Maria Thomas, 12
300. Henry Thomas, 10
301. Frederick Thomas, 28
302. James Ellis, 39
303. Ann Ellis, 44
304. William Ellis, 7
305. Hyrum Ellis, 4
306. Ann Ellis, 1
307. William Richards, 25
308. Mary Richards, 20
309. Elias Richards, 11
310. Eliza Richards, 8
311. Martha Richards, 9
312. John Edwards, 29
313. Mary Edwards, 26
314. Jane Edwards, 6
315. Benjamin Edwards, 1
316. David Jones, 23
317. Elizabeth Jones, 28
318. Evan A. Williams, 30
319. Mary A. Williams, 26
320. Mormon A. Williams, 1
321. Joseph W. Young, 23
322. Mary Ann Young, 21
323. Henry Pugh, 43
324. Mary Pugh, 53
325. Edmund Pugh, 17
326. Sophia M. Pugh, 13
327. John F. Pugh, 10
328. David James, 21
329. Jane James, 22
330. John R. Winder, 32
331. Ellen Winder, 32
332. John Winder Jr., 4
333. Mary Winder, 1
334. Martha Winder, 1
335. Mary Shanks, 16
336. John Sutton, 65
337. Mary Sutton, 53
338. Ann Sutton, 25
339. Sarah Sutton, 23
340. Ellen Sutton, 22

- | | |
|----------------------------|--------------------------|
| 341. Mary Sutton, 19 | 349. George Birchall, 36 |
| 342. Alice Sutton, 17 | 350. Sarah Birchall, 26 |
| 343. Peter Sutton, 14 | 351. John Ellis, 41 |
| 344. Henry Sutton, 8 | 352. Agnes Ellis, 40 |
| 345. Charles Longson, 24 | 353. Margaret Ellis, 5 |
| 346. Charles McKecknie, 23 | 354. Elizabeth Ellis, 3 |
| 347. William Makin, 22 | 355. John Ellis Jr., 1 |
| 348. John Nugent, 30 | 356. Robert Wylie, 47 |

The company arrived in Great Salt Lake City October 10, 1853.

Journal History, October 10, 1853

Following is a detailed account of Capt. Joseph W. Young's company crossing the plains from Keokuk, Iowa, to Salt Lake City in 1853, written by Elder Henry Pugh, the clerk of the company.

The ship *Elvira Owen* sailed from Liverpool, England, Feb. 15, 1853, and after a successful voyage landed at New Orleans with a company of about 350 L.D.S. emigrants in charge of Elder Joseph W. Young. From New Orleans the journey was continued up the Mississippi River by river steamer to Keokuk, Iowa, where they arrived April 13. Keokuk had been selected this year as the outfitting place for the Saints who crossed the plains to Salt Lake City. Here and in the vicinity the emigrants in charge of Capt. Joseph W. Young remained upwards of a month, making the necessary arrangements and purchases of animals, wagons, tents, etc. for the journey across the plains. On May 20 the company, consisting of 56 wagons, 224 oxen, and 420 souls were organized at Keokuk and at once proceeded on the march out upon the prairie and camped at New Boston, Lee County, Iowa, where the emigrants remained several days waiting for the delivery of cows for the "Ten Pound" company and otherwise preparing for the long overland journey. New Boston was a village situated about ten miles north of Keokuk in Lee County, Iowa.

Friday, May 27. A meeting was held at the corral at New Boston of the first organized company of the "Ten Pound" emigrating Saints, at which Joseph W. Young was sustained as president of the company, Bro. Parry as captain of the 1st fifty (with the privilege of selecting his captains of tens) and Elder Rostrum as captain of the 2nd fifty (with like privilege). Elder Henry Pugh was chosen as clerk of the company. At this meeting it was also decided that each captain should appoint a clerk for each of the fifties and that these clerks furnish the president or captain as early as convenient with the names and ages of each person in their respective fifties and also the number of wagons, oxen, cows, dogs, and all other living creatures whatsoever. It was also decided that each wagon should be numbered according to its respective fifty and ten in plain painted characters on the off side and also the number of each wagon from 1 upwards in each fifty; that on the march the teams should move in order according to their number and in no case deviate therefrom or pass each other on the roads, unless otherwise directed by the president or captain of fifties, who may receive their instructions from the president or captain of the whole company. After, a few words of counsel, encouraging the Saints to be faithful, diligent, and ready to assist each other, keeping always in view the unity of the Spirit.

Saturday, May 28. Sister Christiana Reeves, aged 35 years, died at the camping grounds at New Boston, after about four months sickness, but only been confined to her bed about eight days. She had lost her infant son John at the camp at Keokuk, aged 16 months, on the 19th inst.

Sunday, May 29. The Saints are all well and comfortable in camp this morning. Capt. Joseph W. Young left the camp for Keokuk to attend a meeting there called by Elder Isaac C. Haight. A storm of thunder, hail, and rain occurred in the afternoon. Captain Young returned to camp in the evening.

Wednesday, June 1. Part of the company left New Boston for Sugar Creek, being short of grass and water for the cattle. The line of march was attended with order and precision. At five o'clock p.m., when within three miles of Sugar Creek, rain began to fall in torrents and continued until midnight. The roads soon became almost impassable, and it was found necessary to halt until morning.

Thursday, June 2. Captain Joseph W. Young and several of the brethren and sisters were very ill during the night with diarrhea. The roads were very muddy and we had to double teams as we proceeded on our journey. We arrived at Sugar Creek after considerable difficulty at 6 o'clock p.m.

Friday, June 3. The weather was fair and warm. Capt. Young left the camp for Keokuk and found that the cows had not yet arrived.

Saturday, June 5. A dreadful thunder storm which continued all day prevailed at the camp on Sugar Creek. Capt. Young returned to New Boston in the evening.

Sunday, June 5. Fair weather this morning, but windy. The roads were in a very muddy state.

Monday, June 6. The weather was fair in the morning. Several other wagons belonging to the company left New Boston for Sugar Creek. Sister Roberts of the first fifty was dismissed from the camp for bad conduct.

Tuesday, June 7. Preparations were made to take the final departure from the camping ground at New Boston with the remainder of the company, but Sister Young was found too ill to be moved, so she was left there with her father (Henry Pugh). A meeting was called at which instructions were given to the Saints and Bro. Rostrom was chosen as chaplain of the company. His place thereby becoming vacant, Bro. Winder was appointed to be captain of the 2nd fifty, and Bro. Ellis to succeed him as captain of the fifth ten. Sister Young was reported to be much worse.

Wednesday, June 6. Sister Young was moved to the camp on Sugar Creek, after which the company left Sugar Creek and traveled six miles out upon the prairie. In the evening a thunder storm came up.

Thursday, June 9. Continuing the journey, the company crossed the Madison Road and encamped in a wood about seven miles from the last camping place, still waiting for the arrival of the cows. A meeting was called by the sound of the trumpet at 6:30 p.m., at which Bro. Rostrom, Henry Pugh, and John R. Winder spoke.

Friday, June 10. The company traveled about four miles and encamped on Winchester Road. The cows arrived at 3 o'clock p.m., consisting of a herd of 74 cows and one bull. The cows were disposed of in the following manner, the remainder being dry:

1st Fifty, Capt. Parry: 1st Ten, 3 cows; 2nd Ten, 3 cows; 3rd Ten, 3 cows; 4th Ten, 3 cows; 5th Ten, 3 cows; 6th Ten, 3 cows.

2nd Fifty, Capt. John R. Winder: 1st Ten, 3 cows; 2nd Ten, 3 cows; 3rd Ten, 3 cows; 4th Ten, 2 cows.

The total number of cows delivered to the companies was 29. The remaining cows were dry and to calf—45 altogether with one bull.

The camping place where this distribution of cows took place was 44 miles from Keokuk.

Saturday, June 11. The company move on at 8 o'clock a.m., passing through Winchester and Birmingham, and encamped at 8 o'clock p.m. about two miles east of Libertyville, where there was plenty of wood and feed and water for the cattle.

Sunday, June 12. This morning it was found that several of the milch cows had strayed away. Joseph W. Young and Henry Pugh and several of the brethren returned to a point four miles east of Winchester and brought up 11 of the animals, the camp having in the mean time proceeded on the journey and encamped four miles west of Libertyville.

Monday, June 13. The company left the camping ground at 8 o'clock a.m., passed through Agency City, and proceeded to Sugar Creek, where they camped for the night at 8 o'clock p.m., where there was plenty of wood and water.

Tuesday, June 14. The trumpet sounded at 3 o'clock a.m. and the camp was in motion about 4 o'clock. The company then proceeded along the Des Moines River, passed through Ottumwa, and halted for breakfast and feeding the cattle. At 1:30 p.m. the company again moved forward and rested for the night on a good prairie about four miles east of Eddyville. The weather was very hot but the roads were good.

Wednesday, June 15. The company continued its journey at 7 o'clock a.m., the first fifty (a Welsh company) leading, passed through Eddyville, and encamped at 1 p.m. four miles west of that city on account of two wagons belonging to the Welsh company having broken down and being left behind. The distance of this camp ground from Keokuk was 104 miles.

Thursday, June 16. In the morning we found that 15 cows were missing, and Capt. Young sent Bros. Henry Pugh, Joseph Field, and Charles Godfrey to find them. At 8 a.m. the camp moved on and halted at 2 p.m., and though much rain had fallen during the past night, the roads were in a good condition for traveling. Capt. Joseph W. Young called a meeting in the afternoon and desired that the Ten Pound company's luggage should again be weighed. He gave much counsel for the good of the Saints.

Friday, June 17. The company proceeded on the journey at 7 o'clock a.m., passed through Oakaloose, and entered upon the 35 mile prairie for the Dutch town Pella; halted at noon for an hour or two and encamped at 8 o'clock p.m., having traveled 20 miles without experiencing any accident further than a broken yoke and wagon tongue. Elder John R. Winder being taken sick, the company's chaplain, Bro. Rostrom, was appointed to officiate for him as captain of the 1st fifty, pro tem.

Saturday, June 18. The company left the camp ground at 7:30 a.m., passed through Pella, and proceeded across the prairie towards Mitchell, where they had good traveling, and camped for the night about 7 p.m. During the past two days the company had traveled about 20 miles per day. General good health and spirits prevailed among the Saints, and the cattle having abundance of good feed and water were fast improving and working well.

As Henry Pugh, the clerk of the company, was absent from the camp hunting stray cattle, no particulars of the movements of the company were given for five successive days, and it can only be stated that the company proceeded on its journey without any known accident.

Friday, June 24. The company arrived at the Des Moines River and crossed at Young's Ferry. All was well.

Saturday, June 25. The company proceeded across the prairie and encamped at Winterset. Sister Elizabeth Griffiths from Pembrokehire (Stepasaid Wales Branch) died about 12 miles east of Winter Quarters, aged 64 years. She was buried on the prairie near yesterday's camp ground.

Sunday, June 26. The camp was in motion at an early hour and proceeded on the journey towards Middle River at 7 o'clock a.m. Day's journey, 21 miles.

Monday, June 27. The company crossed Middle River and proceeded on the 35 mile prairie, as the state road was bad in some places, the company had to round the ridge, by which means good traveling was obtained. Encampment was made at 6 o'clock p.m. 14 miles west of Middle River. Day's journey, 18 miles.

Tuesday, June 28. The company move off at 7:40 a.m. and arrived at noon at Middle Nodaway River, where they had to erect a bridge, which caused some delay, but all got safely across and proceeded on the journey and camped at 7 p.m. three miles west of Wood's Farm. Distance traveled during the day, 19 miles.

Wednesday, June 29. The company left the camp ground at 7:30 a.m. and arrived at the crossing of the western branch of the Nodaway River at 9 o'clock a.m. After repairing the bridge, all the wagons passed over in safety. We arrived at Indian Town at 5 o'clock p.m. and crossed the Nishnabothnia River, where the banks were high and rather difficult. Distance traveled, 18 miles.

Thursday, June 30. We left Indian Town at 7:30 a.m. and arrived at Indian Creek at 8:15, which creek we crossed at 9:30 in safety; reached Walnut Creek at 11:30, where we halted an hour; arrived at Mt. Scott, five miles east of the western Nishnabothnia at 5:30 p.m. Two miles back, Sister Lane, contrary to council, stepped from her wagon while the team was proceeding and fell under the wheel, by which her leg was broken. We crossed another creek and camped on the Nishnabothnia.

Friday, July 1. We arrived at the last crossing of the Nishnabothnia where we had to ferry all the wagons over. At 10 a.m. we came up with the last wagon of Bro. Wheelock's company, crossed Prairie Creek, and camped at Silver Creek at 7 o'clock p.m. Torrents of rain fell during the night, accompanied by thunder. (Note: The whole of the wagons were passed over Prairie Creek in 35 minutes. The approaches to this creek were very steep.) Distance traveled, 12 miles.

Saturday, July 2. Sister Lane from Southampton, aged 61 years, died last evening and was buried this morning. The company proceeded on at 8:30 a.m. and arrived at the camp ground, four miles east of **Kanesville**, at 4 o'clock p.m. Distance traveled, 12 miles.

Following is a list of distances between Keokuk and Kanesville: from Keokuk to Eddyville, 100 miles; from Eddyville to Oskaloose, 11 miles; from Oskaloose to Pella, 18 miles; from Pella to Des Moines Ferry, 38 miles; from Des Moines Ferry to Winterset, 35 miles; from Winterset to Middle River, 25 miles; from Middle River to Wood's Farm, on the west branch of the Nodaway, 35 miles; from Wood's Farm to Indian Town, 15 miles; from Indian Town to Kanesville, 50 miles; total, **327 miles**.

Sunday, July 3. We rested and observed the Sabbath as well as we could under our present circumstances. A meeting was held at 10 a.m. attended by the Saints and several strangers. Elders Rostrom and Parry were the speakers. The latter spoke in the Welsh language. Another meeting was held at 3:30, when Elder Isaac C. Haight addressed the Saints under a powerful influence of the Spirit. The evening meeting was addressed by Capt. Joseph W. Young.

Monday, July 4. While great preparations were being made and cannons roared at Kanesville in celebration of American Independence, the company was in motion at an early hour to a place where a better supply of water and feed for the cattle could be obtained and also to be in a better situation for taking in provisions, etc., for crossing the plains. Here under the bluffs the company remained until arrangements were made for **crossing the Missouri River**.

Saturday, July 9. We left the camp ground on our way to Clark's Ferry, traveled about two miles, and camped on the bluff for the night.

Sunday, July 10. We resumed the journey at 7 o'clock a.m., and at 10 o'clock camped at Mesquite Creek, preparatory to crossing the wagons, cattle, etc. across the Missouri River at Trader's Point and arrived on the prairie west of the Missouri River about three miles distant at sunset where we camped.

Saturday, July 16. As several wagon wheels required repairs, the company could not move until 6 o'clock p.m. We then proceeded about three miles and found six cows belonging to some of the other companies, four of which were yoked. Distance traveled, about three miles.

Sunday, July 17. We proceeded on our journey, traveled ten miles, and camped at 6 o'clock p.m.

Monday, July 18. We resumed the journey at 7 o'clock a.m., traveled 17 miles, and arrived at the Elkhorn at 6 p.m. Here two brethren, in pursuit of the six cows taken up on the 16th inst., came up with the camp and claimed the same. The cows had strayed from Capt. Gates' company while crossing the Missouri River.

Tuesday, July 19. We ferried our wagons across the Elkhorn and swam the cattle. About 10 o'clock a.m. rain began to fall heavily, which made the approaches to the river difficult. We camped for the night on the west bank, finding it impossible to proceed on account of the rain.

Wednesday, July 20. The roads were heavy and difficult to pass over. We traveled this day ten miles and camped near the Elkhorn at 3 p.m., the cattle being very tired.

Thursday, July 21. We moved off at 7 a.m., traveled about 20 miles, and camped without wood or water at 6 o'clock p.m. Distance traveled, 20 miles.

Friday, July 22. We left the camp ground of last night at 5 o'clock a.m. and arrived at Shell Creek at 10 o'clock. Here we rested and refreshed the cattle until 2:30 p.m., when we proceeded and camped where there was water, but no wood, at 8 o'clock. Distance traveled, 20 ½ miles.

Saturday, July 23. We proceeded on our journey at 7:45 a.m. and arrived at the Loup Fork Ferry at 2 o'clock p.m. The weather was hot and sultry. As we found the river too high to cross, we had to camp on the eastern bank, after traveling during the day 12 ½ miles.

Sunday, July 24. We rested this day. Meeting was held at 10:30 a.m., when the Saints were addressed by Capt. Joseph W. Young. John Spriggs and Mary Ann Elizabeth Wood were married by Joseph W. Young.

Monday, July 25. We crossed all the wagons by ferry and swam the cattle across Loup Fork. We camped at sunset on the west bank of the river.

Tuesday, July 26. We continued the journey at 9 o'clock a.m. over good roads and camped at 3:30 p.m. about half a mile southwest of the Loup Fork, after traveling 14 miles.

Wednesday, July 27. We moved off at 8 o'clock a.m. and found good roads until we came to the sand hills, then it became heavy work for the teams, but after rounding the same, the roads again became good and ran parallel with Loup Fork. We camped within watering distance from the river, where there was plenty of wood within half a mile. Day's journey, 16 miles.

Thursday, July 28. We left the camp ground about 7:30 a.m. and saw several stray oxen on the opposite bank of Loup Fork. We dispatched some of the brethren in search of them, but they failed to capture any. After traveling 15 miles, we camped at 6 p.m.

Friday, July 29. Twenty-four volunteers left camp at 2 o'clock a.m. to endeavor to find and capture the oxen seen yesterday. They returned during the day without being able to find the oxen, or even their tracks. The company moved off about 9:45 a.m. and proceeded over the sandy hills, where the roads were rather difficult, but there was plenty of water. After traveling 10 miles, we camped at 6 p.m. where there was no wood. Here we used buffalo chips to make fires for the first time.

Saturday, July 30. We moved off at 7 o'clock a.m., the roads being sandy for about six miles. Then we took the old road for Prairie Creek, where we met 27 elders on their way to fill missions in Great Britain and other places. We crossed Prairie Creek in safety. One wagon was upset, but no serious injury sustained. We crossed the creek, which in Clayton's guide is referred to as being dry, but we found at least two feet of water in it and a good sandy bottom. We were delayed somewhat here with a few of the Welsh company's teams, which made it rather late before all the teams got across. The company proceeded at good speed, although several sloughs had to be crossed, intending to make Wood River. We traveled until 9 o'clock when, finding a deep, wet slough about two miles east of Wood River, we were obliged to camp for the night, after traveling 14 miles.

Sunday, July 31. The camp was aroused at 5 o'clock a.m., and the teams made ready as quickly as possible. We crossed a bad slough and forded Wood River, which was 2 ½ feet deep, and encamped at 9 a.m. near the Platte River, where we had plenty of wood, water, and grass and where we remained for the rest of the day, after traveling only three miles. A meeting was held at 6 o'clock p.m., at which the Saints were addressed by Joseph W. Young, Isaac C. Haight, and Levi Stewart. The last two named brethren have traveled with us the past three days, and they gave good counsel to the Saints. Elder Isaac C. Haight had found that the care of the whole company, together with that of a sick wife, was too much of a burden for Joseph W. Young to bear, so he proposed that an assistant captain of the company be nominated to act under Joseph W. Young's direction. Agreeable to this advice, Elder William Parry was unanimously elected to this office. Bro. William Hockin was also appointed captain of the first fifty instead of William Parry, and Bro. Cook captain of the 3rd ten, succeeding Bro. Hockin. After the meeting, the Saints retired to their tents rejoicing in the Spirit of God.

Monday, August 1. We moved off at 7:30 a.m. and halted after traveling 12 miles at 1 o'clock p.m. When the camp was again in motion, a severe thunder storm came on. This, together with some wretched sloughs to cross and bad roads, caused us to make only 8 miles, when we camped at 6 o'clock p.m., all drenched to the skin. Day's journey, 20 miles.

Tuesday, August 2. We moved off at 7:10 a.m. and found the roads very bad. It ran parallel with Grand Island. After halting at noon for an hour and continuing our journey, we came up with a large tribe of Pawnee Indians, whose begging was incessant until after sunset, when, after some difficulty, we got rid of them. One of the braves and five Indians remained in camp, for whom we fixed a tent and made them comfortable. Extra guards were set and each man was required to watch his wagon. Day's journey, 15 miles.

Wednesday, August 3. The camp was aroused at 4 o'clock a.m. The Indians we had entertained left soon afterwards, but several others were on the ground before daylight and followed the train for some distance. We were on the march before 5 o'clock a.m., and after proceeding about five miles, we halted for breakfast until 9 o'clock. We had several bad sloughs and creeks to cross. The roads were bad and in places completely inundated. We halted for the night about 7 p.m., after a very tiresome drive of 17 ½ miles.

Thursday, August 4. The trumpet sounded at 4 o'clock a.m., but we did not move until 8 o'clock, as many of the sisters had to prepare bread, etc., for the day. We built a new bridge and crossed Elm Creek in safety. At 10 o'clock a.m. we arrived at the next creek, which we crossed with some delay. By 11:45 we

continued our way over bad roads and had to cross several deep ravines. After traveling during the day 13 miles, we camped at 4 o'clock p.m. on Buffalo Creek. During the evening, Sister Blackwell, who had been sick for two weeks became worse and died at 10 p.m. She was from St. Clair's Branch, Caermarthenshire Conference, Wales. Her former name was Bridget Davis. She was married on board the ship Jersey by Elder William Parry to Benjamin Blackwell. Her age was 45 years, and she was buried near Buffalo Creek.

Friday, August 5. The camp was aroused at 4 o'clock a.m. and sent some men forward about 3 miles to erect a bridge. William Hockin, captain of the first fifty, was ordained an elder by Joseph W. Young. We moved off at 8 o'clock a.m. and arrived at the crossing of Buffalo Creek at 10 o'clock. We found the approaches to that stream steep, halted for an hour at 1 o'clock p.m., and camped for the night at 7 o'clock, about a mile east of the Platte River. Distance, 21 miles.

Bro. Hockin, mentioned above, was from the Southampton Conference, England. He was a married man, 27 years old, without children. He had not previously been ordained to any office in the priesthood.

Saturday, August 6. We proceeded on our journey at 7:30 a.m. and found the roads tedious and the weather hot. We stopped for noon at 2 o'clock p.m. and camped for the night at 5 p.m. near the Platte River. Soon after sunset, a tremendous thunder storm came on and continued with much rain until after midnight. The rain poured into wagons and tents while the wind was blowing a hurricane, overturning many of the tents and leaving the inmates in a deplorable condition. Day's journey, 16 miles.

Sunday, August 7. We remained in camp until 3 o'clock p.m. for the purpose of drying bedding, clothing, etc. We then proceeded on our journey, traveled 8 miles, and camped near the Platte River at 7 o'clock p.m.

Monday, August 8. We moved off at 8:15 a.m. and passed the Sandy Bluffs, which we found heavy work for the teams, and at 11:45 we arrived at Skunk Creek, where we halted for an hour. On starting again at 1 p.m., a messenger arrived with the information that Capt. Joseph W. Young had killed a buffalo and he desired the company to stop until it was brought to camp. This delayed the company until 4:50 p.m. On arriving at the Pawnee Swamp, we were again delayed owing to the breaking of an axletree. After traveling during the day 6 miles, we stopped for the night at 6 p.m.

Tuesday, August 9. The company, excepting the 6th ten of the 2nd fifty, moved off for the crossing of Skunk Creek at 8:45 a.m. The above mentioned ten remained with the broken wagon until it was repaired and then followed us 2:30 p.m. On arriving at the crossing of Skunk Creek, we found that the 1st ten of the 2nd fifty had been left there on account of the second wagon having broken an axletree. Also, Capt. Parry, with the remainder of the company, had proceeded towards Carrion Creek. Capt. Joseph W. Young therefore decided to remain on Skunk Creek until a new axletree was fixed. Shortly after our arrival, a buffalo calf, chased by a wolf hanging to her tail, came close up to our encampment. Joseph W. Young and others of the brethren gave chase and succeeded in capturing the calf. Day's journey, about 3 miles.

Wednesday, August 10. The broken wagon having been repaired, we proceeded at 10:30 a.m. and halted at Coldwater Springs at 3 p.m., when a severe thunder storm broke loose upon us and continued with torrents of rain until 6:30 p.m. After a second halt, we again proceeded on our journey and caught up with the camp at 8 p.m., after traveling 16 ½ miles.

Thursday, August 11. We proceeded at 9 o'clock a.m. and traveled 6 miles to the place named by William Clayton as "Last Timber" but found no timber at all. We halted for an hour and diverted the road in order to avoid a bad slough. We then proceeded to Black Mud Creek. The tongue of one wagon broke. This being repaired, we crossed the creek and encamped at 7 p.m., after traveling during the day 9 ½ miles.

Friday, August 12. The camp was aroused at 4:30 a.m., and at 7 o'clock we found a deep slough about 1 ½ miles ahead, and it took us until 10 o'clock to cross it. We also found the road very soft and bad, yet no accident took place. After halting an hour for noon, we resumed the journey and arrived at the North Bluff at 3 o'clock p.m., which we forded in safety by doubling teams. Soon we came to the east foot of Sandy Bluff, where we found the sand deep and excessively heavy for the cattle. After traveling 15 miles we stopped at 7 p.m.

Saturday, August 13. We marched off at 7:55 a.m. along the Sandy Bluffs. The morning was cool and pleasant, but the traveling very heavy. We halted for noon from 12 to 2:30 p.m. The cattle being refreshed, we traveled through the sand pretty well, but quite a number of the oxen have sore necks. After crossing Bluff Creek, we encamped for the night near the west foot of the Sandy Bluffs, after traveling through the day 12 miles.

Sunday, August 14. We proceeded at 7:30 a.m. on our journey over sandy bluffs, creek, etc. and encamped off Goose Creek at 2:30 p.m., where the lead cattle of Capt. Joseph W. Young's wagon turned suddenly around into the creek, by which the off side fore wheel was broken. Thus ends a week of disasters, as we have had to fix two new axletrees, repair two or three tongues, one wheel, and put in new spokes. Day's journey, 5 ½ miles. The total distance traveled during the past week, 67 miles.

Monday, August 15. We moved off at 8:30 a.m. and for two or three miles the roads continued heavy and sandy, but on nearing the river we had good traveling for the cattle. We halted at 1 o'clock p.m. near Rattlesnake Creek. The cattle being much fatigued, we rested until 5:30 p.m., crossed the creek, and halted at 8:15 p.m., after traveling during the day 15 miles.

Tuesday, August 16. We proceeded on our journey at 7:30 a.m. and found the roads still sandy. We halted at Camp Creek at 11:30 a.m., the cattle being fatigued with hard roads and hot weather. We moved on again at 5:30 p.m. and camped on Wolf Creek at 8:20. Day's journey, 10 ½ miles.

Wednesday, August 17. The camp was aroused at 4 o'clock a.m. After doubling our teams, we proceeded across the sandy bluffs. We halted at 1:20 p.m. about ¾ of a mile west of Watch Creek, where we crossed another creek, about two rods wide, not mentioned in the guide. Here we halted until 4:40 p.m., looking out for the "Lone Tree," but as we did not find it we supposed it had been cut down. We arrived at a point opposite Ash Hollow at 7 p.m., where we crossed a slough not mentioned in the guide. After crossing Castle Bluff Creek by moonlight, we camped for the night at 8:30, after traveling 14 ½ miles according to the guide book; the actual distance was not less than 17 miles.

Thursday, August 18. We moved off at 8:15 a.m., passed Castle Bluff and Sandy Creek, and halted an hour for noon. We found the roads pretty good except where they were sandy for about a mile. Continuing the travel at 1:30 p.m., we halted again at 4:15, watered cattle, and moved forward once more at 5:55 p.m. After traveling through the day 17 miles, we camped at 7:40 p.m. south of the road, near the Platte River.

Friday, August 19. The funeral of Bro. Nalder's child (Sarah Elizabeth, aged 7 months, 21 days) took place this morning. She died yesterday. We moved on at 8 p.m. and found the road near the bluffs still sandy and heavy, but on leaving these bluffs we had good roads. We halted at 10:30 west of Crab Creek and proceeded again at 3:30 p.m., crossed the Cobblestone Hills during a terrific storm, and arrived at the west foot of said hills, where we found the road impassable, and it being an hour after sunset, we found it necessary to camp on the roadside. Some of the wagons did not arrive on the camp ground until 11 o'clock p.m. Distance traveled, 17 miles.

Saturday, August 20. The camp was aroused at 4 o'clock a.m., the moon then shining brightly. The company was soon in motion and proceeded towards the river, where we halted for breakfast and to feed

the cattle, near the "Ancient Bluff Ruins." After stopping these hours, we moved onward at 9:30 p.m., still traveling over heavy roads. After another halt we continued the journey at 3:30 p.m. and camped east of the Low Sandy Bluffs at 7 p.m., after traveling 15 miles.

Sunday, August 21. We rested this morning, and a counsel of the captains of hundred, fifties, and tens was called at noon, when it was determined that each man belonging to any wagon should on no account leave the same while the train was moving, but be ready to assist the driver on all occasions when required. A meeting for all the Saints was held at 1:15 p.m., at which Pres. Joseph W. Young exhorted the Saints to diligence, constancy in prayer, union, etc. Some discord having existed, he found it necessary to speak plainly to the camp and scolded them somewhat, which, however, was done in an amiable spirit. At 4:45 p.m. the company moved on, traveled 5 miles, and camped for the night at 7 o'clock p.m. on the side of the road opposite Court House Rock. Distance traveled during the week, 73 $\frac{3}{4}$ miles.

Monday, August 22. We proceeded on our journey at 8 o'clock a.m., the weather being rather cooler at first, but on nearing the sands it again became hot. After traveling 12 miles we halted at 1:15 p.m. After traveling during the day 19 miles, we camped at 7 o'clock p.m. about 7 miles west of Chimney Rock.

Tuesday, August 23. We moved off our camp ground at 8:10 a.m., traveling towards Scott's Bluffs, the weather being fair and cool in the morning, but very hot towards noon. We saw a train of 13 wagons and some cattle moving east on the other side of the river. After our noon halt we again traveled on, and after traveling during the day about 18 miles we camped for the night between Scott's Bluffs and Spring Creek at 7 o'clock p.m. Here we were visited by some Sioux Indians who came over from the south side of the river.

Wednesday, August 24. We proceeded on our journey at 7:45 a.m. After traveling half an hour we came to Spring Creek, where we halted for noon and then moved forward again and traveled until 6:30 p.m., when we encamped for the night at low sandy bluffs. Day's journey, 16 $\frac{1}{2}$ miles.

Thursday, August 25. We broke up our camp at 7:45 a.m., and as we traveled on we found the road very sandy and the weather hot and windy. We halted for noon at a place where timber was again found. In the afternoon we traveled on toward Rawhide Creek and camped 2 $\frac{1}{2}$ miles east of said creek at 7:45, after having traveled during the day 16 $\frac{1}{2}$ miles.

Friday, August 26. As many of our cattle had strayed during the night, the company was delayed in its starting until 9 o'clock a.m. Joseph W. Young also had to go forward to seek feed for the cattle, which, for the first time since leaving the Missouri River, we now find difficult to obtain. We arrived at Rawhide Creek at 10:20 a.m. and halted for noon near the river to water, feed, and rest the oxen. Resuming the journey at 2 o'clock p.m., we traveled over sandy roads, which was heavy work for the teams. We arrived at the ford opposite Fort Laramie at 6 o'clock p.m. All the Saints seemed to rejoice at the sight of a few houses and that we have thus far been favored on our journey. It was six weeks this day since we left the Missouri River. After feeding and caring for the cattle, the songs of Zion were heard throughout the camp. We were visited by several Indians who behaved themselves courteously and honestly. Day's journey, 14 miles.

Saturday, August 27. We commenced crossing the Platte at 8:30 a.m. by doubling teams, the second fifty leading. All got over in safety by 11 a.m., and at noon we were on our way, finding the roads excessively sandy and hard on the teams. The first wagons halted about 3 p.m. near the riverside, we having to erect a forge and do some blacksmithing. Day's travel, 6 miles.

Sunday, August 28. The company moved off in the afternoon and proceeded towards the hills. We got all the wagons down the rocky descent and camped near the river at 9 o'clock p.m. We traveled during the day two miles and during the week past 92 miles.

Monday, August 29. We resumed our journeyings at 7:30 a.m., the first fifty leading. At this point we left the rocky descent 7 ½ miles west of Fort Laramie and found the roads rocky and troublesome. We took the old pioneer road and presumed that we were the only company that had traveled thhat road that season. We camped on Bitter Creek at 6 o'clock p.m. after traveling during the day 17 miles.

Tuesday, August 30. Bro. Eatough of Blackburn Branch, Lancashire, England, died this morning at 3 o'clock, aged 43 years. He left a wife and family in easy circumstances in England, he being on his way to Zion intending to prepare a home for his family in the valley. After burying Bro. Eatough at Bitter Creek, and after repairing some wagon wheels, the camp moved off at 10 o'clock a.m. After a hard day's journey over very rough roads, we encamped on Horse Creek at 8 o'clock p.m., but some of the wagons did not arrive until 9 o'clock. Bro. Birchell's wagon broke down and was left four miles back. Day's journey, 18 ½ miles.

Wednesday, August 31. Bro Birchell's wagon, for which a wheel was sent at 2 a.m., arrived about 8 o'clock with several others which had to undergo repairs, therefore we did not move until 3 o'clock p.m., when we crossed Horse Creek, ascended a rocky bluff, and encamped on the third creek, which was dry and where we had very little feed for the cattle. A terrific storm of lightning and rain came on immediately after the train arrived. The wind blew quite a hurricane, throwing over a tent and doing considerable damage. Distance traveled during the day, 6 ½ miles.

Thursday, September 1. The trumpet sounded at 3 o'clock a.m., but on account of the darkness of the morning and the boisterous wind, we could not move off until 6, when we proceeded on our journey and arrived at Le Bonte River at 11:45 a.m. Here we had water and feed for the cattle and remained until 5:30 p.m., when we were again on the march, and encamped about a mile further on. Distance traveled during the day, 12 miles.

Friday, September 2. Breaking up our encampment at 8 o'clock a.m., we traveled through a hilly country, which was hard on the teams, the oxen suffering much with thirst. We arrived at the La Prele River at 7 p.m. with our cattle very much exhausted. About two miles back we passed a wagon belonging to Capt. Wheelock's company, unable to get along. We endeavored to render assistance, but within a quarter of a mile of the campground the axletree broke and we could not proceed. The brethren with said wagon were without food; their wants were supplied by Pres. Joseph W. Young. Our day's journey was 18 ½ miles.

Saturday, September 3. We left the campground at 8 o'clock a.m., intending to make Deer Creek tonight, but finding the cattle weak and the roads hard to travel, we halted at 2 p.m. and encamped at Fouche Boise River to recruit, and also await a few wagons which had been detained by the breaking of a wheel and other casualties. Day's journey 8 ½ miles.

Sunday, September 4. We moved forward at 8 a.m., only intending to make Deer Creek on account of some wagons being left behind, with also the wagon-maker and the blacksmith who had to fix the wagons belonging to Bro. Wheelock's company, which, with its party, was disabled. We arrived at Deer Creek at 1:30 p.m., having traveled 9 miles.

This day Sister Martha Harris, late of Norris Conference, England, 32 years old, died. She was a single woman. We buried her on the La Prele River. All the wagons arrived here this evening, together with the one of Capt. Wheelock's company. During the past week we had traveled 90 ½ miles.

Monday, September 5. Finding that more than 20 wheels required setting and having to search for coal, fix the forge, and commence repairs, we were busily engaged all day, and then could not complete the work. We drove the cattle to pasture, about 2 miles away, where they got pretty good feed.

Tuesday, September 6. We completed repairs and moved off the camping ground at 2 o'clock. After traveling 7 ½ miles we encamped for the night at 6:30 p.m.

Wednesday, September 7. We proceeded this morning at 8:30 and traveled over pretty bad roads, halted for noon about one hour, and encamped for the night at 7 o'clock p.m. near the Two Ravines, within 4 ½ miles of the upper Platte ferry and ford. Day's journey, 17 miles.

Thursday, September 8. We moved off at 7:30 a.m. and arrived at the ford at 10 o'clock a.m. Here we crossed the wagons in safety on to the north side of the Platte. At 10 40 a.m., taking the new road along the river, we found it hilly and troublesome, but after leaving the river they became good. After traveling during the day 20 ½ miles, we camped for the night within 4 miles of the Alkali Springs and creek at 7 p.m.

Friday, September 9. At 7 o'clock a.m. we proceeded on our journey, traveling over pretty good roads until we arrived at the Rocky Avenue, when it became tedious until passing the Alkali Springs. We halted at noon at a stream of clear water. On account of having no water last night and but little feed, we made this forenoon journey 10 miles. After stopping for noon, we moved off again at 2:30 p.m., and after traveling during the day 18 ¾ miles, we camped at the creek 300 yards south of the road.

Saturday, September 10. Sister Mary Ann Roy, late of Befordshire Conference, having departed this life during the past night, we buried her on the prairie, near the creek mentioned, at 7 o'clock a.m. The camp moved on at 7:50 a.m. and soon came in sight of Bro. Kendall's company, of Capt. Wheelock's train, who were encamped at Greasewood Creek, 4 ½ miles west. The roads were sandy and heavy. We arrived at Independence Rock at 4 o'clock p.m. Distance traveled, 14 ¾ miles.

Sunday, September 11. We moved forward at 9 o'clock a.m. and encamped at 1 p.m. on the second creek west of Devil's Gate. Day's journey, 7 miles, and the past week's journey, 85 ½ miles.

We met the mail at 9:15 a.m. near Independence Rock, by which mail we received the Deseret News extra containing an account of the Utah Indians' incursions on the Salt Lake out-settlers and Gov. Young's proclamation, instructions, etc.

Monday, September 12. We proceeded onward at 8:20 a.m. and halted for noon at 2 p.m. at a place where the road leaves the river (Sweetwater), making 10 miles. In the afternoon we traveled 5 ½ miles, taking the river road, and encamped near Sage Creek at 6 o'clock p.m. Here Sister Elizabeth Smith, late of Southampton Conference, a single woman, 25 years old, died.

Tuesday, September 13. The weather during the past night was very cold, and plenty of ice was found on the water this morning. The funeral of Sister Smith delayed the camp a little, but the company moved off at 8:40 and arrived at Bitter Cottonwood Creek at 1 p.m., when we halted for an hour. We crossed the Sweetwater River and encamped between the rocks at 6:30 p.m. Day's journey, 13 ½ miles.

One birth took place this morning before leaving the campground, namely, Sarah Elizabeth Morris, of the first fifty, daughter of Isaac and Elizabeth Morris.

Wednesday, September 14. The weather was fair this morning, and the cattle looked better, having had pretty good feed and plenty of water last night. We proceeded at 8 o'clock a.m., passed the fifth crossing of the Sweetwater at 1 p.m., and halted for noon. In the afternoon we faced a boisterous wind and camped without water at 6 p.m., after traveling during the day 7 miles.

Thursday, September 15. Pres. Joseph W. Young's horses and those belonging to Bro. Sutton strayed away during the night, which caused delay this morning. However, the first fifty moved off at 7:30. The horses were brought in at 10:20, when the balance of the company proceeded, except the fourth ten of the second fifty, which remained behind awaiting the return of several men who went in search of the

horses. As these men had not returned at noon, the fourth ten proceeded onward and arrived at the Sweetwater at 2:45 p.m. They crossed the ford and halted again for an hour. Soon after starting again, an ox belonging to Bro. Sutton died almost suddenly, which caused further delay. Bro. Sutton drove his buggy forward, previous to the expiring of the ox, to bring back Bro. Joseph W. Young to have his advice and assistance on their return to the creek. The axletree broke. The wagons then moved on, leaving Joseph W. Young, Bro. Sutton, and part of his family with the buggy. On ascending the 1 ½ mile bluff, they met Bro. Charles Decker, who had traveled with a company to Devil's Gate and was returning to Salt Lake City, with information that the first fifty and a part of the second fifty had moved off early this morning, had taken the wrong road, and were about 12 miles ahead of us among the rocks. He had, however, given Capt. William Parry instructions how to regain the proper road and was now in search of his cousin, Joseph W. Young, whom he soon found and assisted in repairing the buggy. They crossed the river twice after dark and arrived at Decker's camp, about 1 ½ miles from the last ford, at 10 o'clock p.m. Day's journey, 14 ½ miles.

Friday, September 16. We proceeded on our journey at 9 o'clock a.m., the wind still being boisterous, especially while crossing the Devil's Backbone, or rough, rocky ridge, which, together with the bad roads, made dangerous traveling. We crossed some creeks and encamped in a grove near Quaking Aspen Creek at 7 p.m. Day's journey, 14 miles.

Saturday, September 17. During the past night, while camping in this hollow, the wind became somewhat still, but in the morning a snowstorm came on. This part of the company, namely, the fourth ten of the second fifty, with Bro. Charles Decker, moved off at 10:15, having as yet seen nothing of Capt. Parry and the other part of the company. We traveled until 9 o'clock p.m., when we overtook them within ¾ of a mile of South Pass. The weather was now very cold. Day's journey, 16 ¾ miles.

Sunday, September 18. This was the anniversary day of the nuptials of Joseph W. Young and Mary Anna Pugh, they being married in 1852 at Liverpool, England. She had been sick the whole of the voyage and journey from that place, and though now in the last stage of consumption, bears her affliction with fortitude, courage, and resignation. Twelve months ago this day, I, her father, Henry Pugh, gave away my first born. Today we part no more to meet again this side of the vale. Joseph W. Young, at his own request, leaves the company, with the intention of reaching the Valley, in company with Charles Decker and others, previous to the expiring of his beloved wife, and gives the whole charge of the train into the hands of Capt. William Parry.

Arrangements being completed, all moved off together at 2:15 p.m., after which Joseph W. Young soon left us. We passed the summit of Pacific Creek and Spring and camped south of the road at 7:30 p.m., having neither feed nor water. Day's journey, 12 ½ miles, and total distance traveled during the week, 104 miles.

Monday, September 19. The camp was aroused at 4 o'clock a.m. and we proceeded on toward Little Sandy at 6:50. We halted for an hour near the junction of the California and Oregon road at noon, crossed Little Sandy, and camped for the night 2 ¼ miles west of that stream. Day's journey, about 20 miles.

Tuesday, September 20. We remained in camp this morning to feed the cattle, having traveled 32 miles without feed or water. We resumed the journey at 3:15 p.m., halted at Big Sandy at 6:20 p.m., when we drove our oxen a mile or two to find feed on the banks of the Little Sandy. Day's travel, 6 miles.

Previous to leaving last night's ground, a council was held of which the following are the particulars and details:

A council of the officers and elders of this camp was held at 1 o'clock p.m. to take into consideration the conduct of Bro. Bailey and others, who in consequence of the bacon not holding out to allow each person ten pounds, had been making threats to use powder and ball and thereby endanger the life of Capt. William Parry. There were present at this council Captains W. Parry, J. R. Winder, and Hockin and elders Rostron, Ellis, Cook, Speakman, Jones, Morris, Thomas, Dye, Eddington, Thomas, and Morris.

The council resolved that as it is found upon minute calculation that the best possible care had been taken of the bacon consigned to the 1st fifty by Capt. Parry and his commissary, Bro. Morris, and that 9 ¼ pounds has been delivered to each person, some portions to sick oxen and Indians, and considerable waste having occurred on account of hot weather, it has held out as well as could be expected, and that Bro. Bailey's conduct receive censure of this council, and that Bro. Eddington, Henry Pugh, and Rostron wait upon him and endeavor to remove the bad spirit from him which has existed and also to effect a reconciliation between the parties. At the suggestion of Henry Pugh, it was proposed by Elder John R. Winder and seconded by Elder Rostron that this council supports by all possible means Capt. William Parry as leader of this company during the unavoidable absence of Pres. Joseph W. Young. Carried unanimously.

Several parties having refused to watch, the captain of the guard was required to give the names to the clerk of this company and on any subsequent refusal to be exposed in the journal to the authorities.

Wednesday, September 21. We proceeded on our journey at 8 o'clock a.m. over sandy and heavy roads, halted at 1 p.m. to obtain water about 300 yards from the road, moved again at 2 o'clock, and encamped for the night on Big Sandy. Day's journey, 17 miles.

Thursday, September 22. We proceeded toward Green River at 10:30 a.m., where we arrived at 3:30 p.m. and there found Bro. Wheelock's company encamped. Day's journey, 10 miles.

Friday, September 23. We remained in camp until 1 p.m. to rest and feed the cattle. We then crossed Green River and halted for the same purpose, intending to make a long drive tomorrow.

Saturday, September 24. We moved off our encampment at 8 o'clock a.m. and halted for noon at a place where the road leaves the river. The weather was very hot and the cattle weak. We had some difficulty to get them on; several of them gave out entirely. Some of the wagons arrived at the bank of Black's Fork about 8 p.m. Other wagons continued to arrive until 11 o'clock p.m., but several of the teams were driven in without their wagons. The ten conducted by Capt. Eddington was unable to reach the camp and remained about 4 miles behind. Distance traveled by the main company, 20 ½ miles.

Sunday, September 25. We proceeded towards Ham's Fork at 11 o'clock a.m., but finding good feed on Black's Fork about two miles ahead, we halted at 1:30 p.m. Turnetta Garrett, wife of John Garrett, died at 4 o'clock a.m. and was buried in the camp ground of last night. She was 30 years old and hailed from the South Conference in England. Day's journey, two miles. The past week's journey, 75 ½ miles.

Monday, September 26. We moved off at 9 a.m. after setting some wheel tires and arrived at Ham's Fork at 10 o'clock a.m. After fording that stream and also fording Black's Fork the third time, we halted for an hour at noon and encamped at 6:30 p.m. near Black's Fork. A thunder storm came on in the afternoon, which delayed the company for a short time but cooled the earth and made it better for the cattle during the remainder of the day. We found very little feed but good feed might have been obtained at the crossing two miles further. Day's journey, 13 miles.

The Salt Lake mail, three days behind time, arrived here about 10 p.m. and camped with us for the night, by which I sent the emigrant list to Pres. Brigham Young and also a note to Pres. Joseph W. Young stating the condition of things in camp.

Tuesday, September 27. We moved forward at 8:30 a.m., crossed Black's Fork the fourth time about two miles from last night's encampment, and traveled on until noon, when Bro. Winder and I espied some good feed on the river bank within 150 [yards] of the road. Finding that Capt. Parry had proceeded with the 1st fifty and 1st and 2nd tens of the 2nd fifty, and that the 3rd ten had been left behind on account of the weak state of their cattle, and also that the cattle of the 4th and 5th tens were suffering from hunger, Capt. Winder and I concluded to avail ourselves of this favorable opportunity and therefore stopped here and refreshed them. We continued the journey at 2 p.m. and caught up with the remainder of the camp about 1 ½ miles ahead, where they had stopped for the same purpose but had to drive their teams some distance over the river to feed. We moved off again at 4 o'clock p.m. and camped on Black's Fork about 9 miles east of Fort Bridger, where we had good feed and water. The distance traveled was about ten miles.

Wednesday, September 28. The guard being off duty during the past night, or neglectful of his duty, as no man was found at his post at 5 o'clock a.m., five oxen were found fast in the mire, one being quite dead and another nearly so. Capt. Parry was on the spot as soon after the alarm was given as possible with a staff of men, who extricated those animals having life. This caused some delay in starting the train, part of which however moved off at 8:30 a.m., leaving the 4th ten behind awaiting the result of Bro. Sutton's oxen's recovery and the finding of two cows belonging to Sister Smith. Finding that there was no chance of the ox recovering, he was shot at 9:30 a.m. The cows also being found where Capt. Parry nooned yesterday, this part of the company proceeded at 1:40 p.m. and encamped for the night at Fort Bridger, where the company was addressed by Bro. Cummings, who was here in charge of a company of the Nauvoo Legion to protect the emigration against Indian depredations.

Here Henry Pugh received the melancholy intelligence of the death of his dear daughter, the wife of Pres. Joseph W. Young, who left this company with Bro. Charles Decker the 18 inst., trusting to reach the Valley before she expired, but she breathed her last at of near Green River on Tuesday to 20th inst.

Thursday, September 29. We left Fort Bridger at 9 o'clock a.m. and encamped at the Muddy fork at 4:30 p.m., after traveling during the day 13 miles.

Friday, September 30. We left a wagon at the Muddy on account of the team being so much weakened by the loss of cattle. The wagon was left unbroken in order that it might be taken to the fort or brought on at some future period. This, with the delivery of provisions, delayed the camp this morning, and it did not move off till 11 o'clock. Immediately afterwards we had to cross Muddy Fork, which caused a further delay of 1 ¼ hours. We ascended the long hill (altitude 7,135 feet) and encamped near the east foot of the dividing ridge. Day's journey, about 13 ¾ miles.

Here, to the joy and comfort of the company, Pres. Joseph W. Young returned from the Valley about 8 p.m. to again resume his charge. He was accompanied by his brother William and brother-in-law Guernsey brown, as assistants. They were received with gratitude and thanksgiving.

Saturday, October 1. We moved off at 8:15 a.m., crossed Bear River, and encamped at the clear spring and creek at 5:45 p.m. after a hard day's journey of 14 ½ miles. It was a hard day's journey for the cattle, as several steep hills had to be ascended.

Sunday, October 2. We continued our journey at 8:40 a.m. and crossed Yellow Creek about noon, the road thus far being very good and the cattle being in better condition than for several day's past. We met some wagons with provisions for Harmon and Brown's companies and encamped at 3:15 p.m. at Cache Cave at the head of Echo Canyon. Day's journey, 9 ¾ miles. Here Pres. Joseph W. Young and Bro. Guernsey Brown left our camp for the Valley to endeavor to obtain teams to assist our company the remainder of the journey. Bro. Young had on his return found that the company had lost so many cattle and the remainder were considerably weakened. He left his brother William with us, to whom he comitted the charge of the company until his return.

Monday, October 3. We broke up our encampment this morning at 9 o'clock and were met by Bro. Stoker with flour for those who needed any. We encamped at the deep ravine in Echo Canyon, where Deputy-Captain William G. Young received 442 pounds of flour, for which he gave his note to Bro. Stoker, the note being made payable to Bishop Edward Hunter, amounting to \$66.30 at the rate of \$15 per hundred pounds. Day's journey, 6 miles.

A meeting was held this evening, when several of the brethren spoke. The company also received good instructions from Bishop Harker from the Valley, who had come out to meet his mother-in-law, Sister Smith. At the close of the meeting it was proposed and carried with unanimous voice that this company present a testimonial of their affection and esteem to Pres. Joseph W. Young for his great care and excellent management during this journey, and that Bro. Henry Pugh be appointed to draw up the same to be presented upon our arrival in Salt Lake City previous to the disorganization of the company.

Tuesday, October 4. The company was delayed this morning on account of 59 head of cattle being missing, the day guard of last evening having allowed them to stray into the mountains about 3 miles from camp. However, all were eventually found, and we proceeded at 10:40 a.m. We crossed Echo Creek several times and stopped to repair bridges and build on bridge, and although every possible precaution was taken by Bro. William G. Young, one wagon was upset. Happily, no person was hurt and not much damage done. We camped with good feed and water at 5 p.m. Day's journey, 8 miles.

Wednesday, October 5. We proceeded on our journey at 9:30 a.m. and found the cattle improved by a few day's short journeys and good feed. We had some difficult roads through Echo Canyon, but still all passed without accident. We encamped on the Red Fork (Echo Creek) of the Weber River at 4:30 p.m., where there was plenty of grass, water, and wood. Day's journey, 9 ½ miles.

Thursday, October 6. The cattle being pastured on the opposite side of the Weber River, there was some difficulty in gathering them together, on account of which we did not move off the camping ground until 10:45 a.m. We crossed the Weber River at the ford by doubling teams and proceeded through Pratt's Pass and encamped on the roadside about 1 ½ miles east of the summit of Long Hill at 4:30 p.m. Day's journey, 7 ¼ miles.

Friday, October 7. Moved off this morning at 8:35 and proceeded toward Canyon Creek, where we arrived and encamped at 4:30 p.m. This morning we were met by Pres. Joseph W. Young in company with Bros. Joseph A. Young, a son of Pres. Brigham Young, and friends. They came to our assistance with 24 ½ yoke of cattle. Distance traveled, 9 miles.

Saturday, October 8. We proceeded at 8:45 a.m., completed the passage through the canyon, and commenced ascending the Big Mountain at 1:30 p.m. We repaired much of the road and encamped within a quarter of a mile of the summit at 6 p.m.

Sunday, October 9. We left the camp ground this morning at 6:30, repaired the road, and proceeded down the Big Mountain; arrived at the foot of the last hill at 1 p.m., where we halted to feed the oxen and deliver out flour sent to our aid by Pres. Brigham Young for those who needed it. We ascended and descended Little Mountain and at 6:30 encamped in Emigration Canyon within 10 miles of the city.

Monday, October 10. We proceeded on our journey this morning at 9 o'clock. When we arrived at the 7th and 8th crossing of Emigration Creek, we came up with Livingston and Kinkead and Barney's goods train and found if we moved further we should get mixed up with them. Therefore, as these crossings were very bad, we set about making a new road under the hill, by which both crossings were obviated. We proceeded again at 12 o'clock noon. We halted several times afterwards to repair the roads where it seemed dangerous and arrived at the mouth of the canyon about 3 o'clock p.m. Here we were met by Elder's Isaac C. and Hector C. Haight. We ascended the hill on our right, and to the joy of all, we came

in sight of the city, where we arrived at 5 o'clock p.m. and encamped on Union Square in peace and security.

Tuesday, October 11. This morning the company was aroused by trumpet sound at 6 o'clock to prepare for dismissing. At 9 o'clock a.m. a meeting was called, when Pres. Joseph W. Young spoke well to the Saints, enjoining upon them faithfulness, diligence, etc. The Saints were also addressed by Pres. Brigham Young, who spoke with power and a manifestation of the Holy Ghost, teaching the Saints that which was essential to their future destiny, also bidding them welcome to this delightful vale. By request of the companies, Pres. Brigham Young then broke up the organization, blessed the people in the name of the Lord Jesus, and retired. Good counsel was then given by Elders Isaac C. Haight, ? Wallace, and Lorenzo D. Young. The latter pronounced the final benediction, and the meeting broke up about 11 o'clock.

The testimonial resolved upon the 3rd inst. was here presented to our beloved president Joseph W. Young, who acknowledged it in a brief but powerful speech. Thus ends the journal of this company's journey to Zion and unto God the Father, Son, and Holy Ghost we ascribe, as is justly due, our thanks for the mercies vouchsafed to us, and all honor, power, and glory. Amen.

To the Valley

"On the 17th May, 1853, Father and Mother Morris, their son Hugh Conway, daughter Barbara and I left the city of St. Louis, Missouri, for the home of the Saints in the Great Salt Lake Valley.

"After about a week's travel, we arrived in Keokuk. We spent the night in what must have been a baggage shed, for there was merchandise of great variety stowed away all about us, and we were awakened at dawn by the crowing of roosters. I was sad because I did not know whether I should meet my husband again before we reached our journey's end or not, but I was willing to make the sacrifice, come what might. From here we moved to Montrose, where we stayed until the company's outfitting was all completed. This consisted of purchasing cattle, wagons, and provisions for our one thousand miles' journey across the plains.

"One evening I was taking a little walk a short distance from the camp and saw a number of persons coming towards us, one of them proving to be, to my great delight, my dear husband (John Morris). In this I felt that the Lord had accepted our sacrifice but did not require of us as much as we were willing to endure. And here is a valuable lesson: to be willing to do the will of God is often all that he requires. At Montrose we met for the first time our future beloved and highly esteemed captain, Joseph W. Young, son of Lorenzo Dow Young and nephew of President Brigham Young. He was a man of medium height and medium complexion, manner grave and unassuming. He had a beautiful wife with him, but she was an invalid, which perhaps accounted for his grave demeanor.

"Before we started he gave us this advice: 'Contend with no one, pray for those who are set over you, and they will prove a blessing unto you.'

"He was a young man when he said that, but in the 50 years which have elapsed since then I have proved his words to be true.

"When we had been some time on the plains, he called us together to talk to us as a leader must talk to those who are under his guidance. Amongst other things he said was, "A man who talks about doing 'his share of the work' should be fed with a teaspoon and sleep with his mother." Once or twice I caught a glimpse of his beautiful wife as I passed their covered wagon.

"We had one wagon and one tent to ten persons. Our ration, or allowance of provisions, was one pound of flour and a portion of bacon each day, but we were at liberty to provide any extras we could afford. There was a commissary to every ten and a captain of every ten, also captains of fifties who assisted Captain Young. The late President John R. Winder was captain of our fifty.

"A great deal of patience was required by both captains and people to perform the trip of one thousand miles across the plains. We had four oxen and two cows to each ten. The wagons were for our baggage and we walked alongside or ahead of the teams, perhaps riding once or twice a day, for half an hour or so. One day I walked 20 miles, the whole day's journey, without riding at all. Twenty miles was the distance we were supposed to cover each day, and sometimes we would have to camp without either wood or water. In this case we were compelled to gather buffalo chips with which to build a fire to cook our supper. Sometimes there was no feed for our cattle in the place where we camped for the night, in which case we had to rise early and travel on until we reached a place where the cattle could feed while we cooked and ate our breakfast.

"Our bread we mixed with a piece of light dough or leaven, but often by the time we reached the camping ground, especially in warm weather, it was sour, or in cold weather not sufficiently raised, and then we had heavy bread. Sometimes, however, it was just right, and then we had excellent bread.

“While our extras lasted, our rations were abundant, but when they were gone, they were insufficient. Father Morris would not only walk all the way, but carried a double-barrel shotgun, with which he often shot rabbits or prairie chickens. One evening, when our food was scanty, I asked your grandmother where she had got the pepper from? She replied that there was no pepper (I doubt if there was any in the camp). Yet it certainly seemed to me that I could taste pepper in our rabbit supper. One day when it was still colder and our provisions less than ever, our commissary, Brother William Parry, gave us some bread which certainly seemed to have sugar in it, when perhaps there was none in camp.

An Indian Episode

“One afternoon, as we were traveling in the vicinity of the Platte River, we saw, at a great distance, two objects coming towards us. As they approached, we saw that they were **Indians**, Pawnees, a very savage tribe who were at war at that time with the Souix, another savage tribe.

“At sight of these two Indians, the teamsters stopped their wagons and reached for their guns, while the women came to the wagons for protection. As these first two Indians came to a standstill, they said, “Pawnee shoot! Pawnee shoot!” Then **more Indians came, dressed in their trappings and war paint**, their numbers seeming to increase every moment. I was not afraid however. Something seemed to bear witness to me that they would not harm us. One of them came and talked to me, and wanted the little blue jacket I was wearing. There was no more traveling that night. After the fires had been lighted the Pawnee chief came and patrolled our camp all night, to protect us from his own band. I sat and looked at him with pride and pleasure; he seemed so noble and grand. Also I could feel a protecting power over us that was more than mortal. It is likely that he felt this influence and that a superior power inspired him to do as he did. It seems to me that I can never forget the spirit of calm and serenity that surrounded us as I sat, on an ox yoke, almost alone, near the dying embers of our camp fire. So the night passed, the morning dawned. **We were permitted to continue our journey unmolested and unharmed**, filled with gratitude to our Heavenly Father for his merciful protection.

“When the rivers were too deep for us to cross in the wagons, the young men would carry us over. I think that Wood River was the most remarkable one on our journey. I crossed it on horseback, behind Dr. Dunyon, a near relative of Mrs. William D. Johnson, Sr.

“The night we camped on the banks of this river, the watchman, in telling the hour, would add, “**Mosquitoes** tiresome.” But they were more than tiresome; it seemed to me that they would devour us.

“We crossed the Platte River at intervals during 500 miles of our journey, and walked much on its sandy banks. In fact, the whole region of this river seemed sandy. I remember, in walking, I was so anxious to save the soles of my shoes that I walked in the grass whenever possible, so that the uppers wore out first.

Another Premonition

“When about half way on our journey, I again had the impression that my husband would die. I could not keep back my tears and sobbed as if my heart would break. I was ashamed for the family to see me, for there was no privacy, except away from the camp. I never knew what they thought of my grief, but my impressions proved to be true. At another time, while crossing the plains I was very ill. I had no desire for food, and the only medicine we had was a little rice water. I did not mind much whether I recovered or not, but I did not like the idea of leaving my husband and his mother.

Trying Times

“We found it very trying when the **wind** was high, especially as this seemed to be the case when it was raining. Then we would try to put up our tent in order to protect ourselves from the tempest, which often

seemed as if it would lift our canvas home from its foundations after we had succeeded in erecting it. This was often a long and tedious process. First hooks, shaped like crochet hooks, were driven into the ground, the hooks holding the rope, which held the tent to the ground. But when a high wind was blowing, the tent would be lifted from its holdings as fast as the man tried to fasten the rope to the pegs.

“Then again, when we came into camp, tired and hungry, we would have to hunt **buffalo chips** in the dark and could not get a mouthful to eat until **bread had been baked** by this slow process. But when the evening’s work was done, the bugle sounded and we assembled for prayers. In the early part of our journey, when the days were long, we would sit on the yokes of the oxen and sing hymns. But as the nights grew colder, we often heard the **wolves** howling not far from us.

The Post Offices

“As we journeyed across the plains, we often passed a “post office.” This would mean the skull of an ox or buffalo, bleached white by exposure, upon which was written, probably, as follows: “July 15th, 1853. The company of Jacob Gates passed today. All well.” “August 15th, 1853. The Company of Cyrus Wheelock passed today. All well.” And this news cheered us, and we were glad to know that our friends were well and progressing on their journey, even if the messages were only taken from a dry bone. A similar message was of course added by our captain, telling of our safe arrival.

“When we had made about half of our journey, I think still upon the Platte River, we came to Chimney Rock. It was so tall that it was in view two or three days before we reached it, and could still be seen several days afterwards as we continued our journey.

“I must not forget to speak of our **little milch cows**. These faithful creatures, though giving milk to supply us on our journey, were yoked to the wagon, between the lead and tongue cattle. They looked very small indeed, as they pulled in front of one yoke and behind the other. I do not remember them by name, but I know the lead cattle were called Tom and Bill, and those attached to the tongue answered to the names of Dick and Ned. Unfortunately, our little cows became dry, or so nearly dry that they gave but a teacup full of milk a day. The consequence was that our camp kettle, that used to be full of good milk gruel for our breakfast, became gradually a kettle full of flour starch with only a cupful of milk added.

Welcome Aid

“A few days before we reached our journey’s end, a **team and provisions were sent to our aid**. I was invited, with others, to ride but was so overcome with fatigue, and also, perhaps, the reaction at feeling that our tedious journey was nearly at an end, that I fainted in the wagon. Regaining consciousness, I found myself in a sitting posture, on the ground, my dear mother-in law in front of me and my husband, supporting my back, he trembling the while, and I heard her say to him, in the Welsh language, “It is want of food that ails her.”

Big Mountain

“Before reaching the Great Salt Lake Valley, we had another high mountain to cross, called **Big Mountain**. We were anxious to get to it, but dreaded the ascent. It was a fine day on October 10th, 1853, when we reached it. We had previously arranged our attire as best we could after such a long journey in expectation of meeting with our friends, as many of the Saints came to greet the companies as they arrived.

“There was a great variety of trees growing on the side of the mountain. The road was hard, level, and well trodden, and as we descended into the canyon below, the scenery was grand indeed. I remember, while ascending the Big Mountain and stopping to take breath, I looked around, above and below, and came to the conclusion that never again in this life do I want to cross that mountain. Among the brush I

saw a bush bearing wild berries, and being very hungry, I ate some of them, not knowing what they were, but they affected me like poison.

Little Mountain

“We had still one more mountain to cross, called **Little Mountain**, but upon descending, began to feel more cheerful as we began to meet persons coming to fetch their friends or relatives. The first person whom we were acquainted with was Brother Caleb Parry, brother of William Parry, our commissary.

“I could not understand why my only sister, whom I had not seen for a period of seven years, had not come to greet me.

“I was most forcibly struck with the neat, clean, and fair appearance of the people as they came up to us, and did not realize that in proportion as they looked fair and clean to us, we looked correspondingly brown and grimy to them. I especially remember a Sister Grateriz. She looked so neat and clean that it gave me additional pleasure to see her. I thought I looked pretty well, for I had taken a good wash every morning before starting our day’s walk and had taken care to shade my face.

We Camp in Great Salt Lake City

“Our **camping ground** was situated immediately west of where the Salt Lake Knitting Factory now stands, in the 16th Ward. There was a little round house built nearby, later occupied by your Uncle Richard.

“The following morning Brother George B. Wallace and Brother Lorenzo Dow Young came to see us and talked to us as a company. The latter was the father of our beloved **Captain Joseph W. Young**, for whom we got up a **memorial** as a token of the love and esteem in which we held him.”

“Autobiography of John V. Adams,” Our Pioneer Heritage, V. 10, p. 125–127

“I, John V. Adams, was born in Rounds, North Hamptonshire, England, August 17, 1832, where I resided with my parents, Thomas and Rebecca Adams, and brothers and sisters until my ears were saluted with the gospel taught by the Latter-day Saints. I did not then change my place of residence, but many of the ideas which I had previously entertained changed vastly in regard to religion. For whereas I had believed that prophets and apostles and inspiration from the Almighty had ceased, and that 1800 years had elapsed since the Lord had held any communications with the children of men, I afterwards became convinced that prophets and apostles whom the Lord had chosen were then living upon the earth. That is, after I had heard the elders preach, and had carefully examined the evidence which they gave in confirmation of the principles which they taught. Hence I was baptised by Henry Bailey on the 25th of June, 1850. May 20, 1851, I was ordained a priest in the Rounds Branch and continued with the same branch until February 9, 1853, at which time I left my native home and started for the Salt Lake Valley. I left England on the 15th of the same month on the ship *Elvira Owen*, and safely arrived in New Orleans after a pleasant voyage of six weeks and three days.

“I arrived at St. Louis on April the 9th and left there on the 11th for the city of Keokuk, at which place I arrived on the evening of the 12th. I waited for six or seven weeks, and on May 10th I went with Richard Healy, Ferry Adams, and Dennis Winn to see the beautiful city of Nauvoo, and after we had viewed the ruins of the great portion of the city and temple to our satisfaction, we started from there up by the side of the river to Fort Madison. But ere we arrived at Avernoose, which is opposite to Fort Madison, divided only by the river, we were overtaken by darkness. We traveled through swamps and brush for considerable length of time, lost. Not knowing whither we went, however at length we discovered a road

and traveled along it, which fortunately led to Aperoosse. We got lodging at a hotel and slept on feather beds upon bedsteads, this being the first time I had slept upon a bedstead since I left my native home.

"May 11th, after taking a good breakfast, we crossed the river from Aperoosse to Fort Madison in a ferry boat. We then visited acquaintances, Thomas and Anthony Smith, and their families and were kindly entertained by them, and after a short stay with them, we turned down by the side of the river to our camp near Keokuk, where we arrived in safety about twelve o'clock at night. After remaining near Keokuk a few more days, we went to New Boston and there camped for about two weeks awaiting the arrival of some cows. Here I saw my old friend and companion, Richard Healy, for the last time near New Boston. His last words to me were, "Be as good as you can be, John, until we meet again," to which I responded, "Yes." When all things were prepared, we started on our journey, arriving at Kaneshville on the 4th of July, crossing the Missouri River on the 13th and 14th. We started from its banks to cross the Plains on the 17th of July.

"August 2, we passed the Pawnee Village and about five hundred of the Pawnee Indians came and stood before our teams, which compelled us to stop. They had with them their instruments of war, such as guns, battle axe, knife, and bow and arrow. They threatened to molest us if we did not give them some of our provisions. So in order to pass peacefully, we collected a little from each person in our company and gave it them. We then passed without being molested. August 5th, we passed Buffalo Creek, about three miles west of which I beheld the grave of my friend, Richard Healy, a brother with whom I had eaten, drank, worked, spelt, sang, and prayed together. I gazed upon his grave with a pensive heart. Upon the grave was written, "RICHARD HEALY, DIED JULY 23, 1853."

"On the 8th and 9th of August, we killed two buffaloes, one of which came into view in a singular way. We camped by the foot of a high cliff. All of a sudden a buffalo came running down the bluff at full speed with a large wolf hanging to its tail. When the wolf and buffalo came near our camp, the wolf gave up the chase and retraced its steps back up the bluff, but the buffalo ran along by our cattle and the men of our camp pursued it and killed it.

"During the night of the 9th, the wind blew and the rain descended and beat on our tents. Ferry Adams and myself were exposed to the storm, but we rolled up our bedding and threw them under the wagon. We went into the wagon ourselves and remained there until the rain stopped.

"We traveled up by the side of the Platte River for about three hundred miles, two hundred of which we had no timber with which to make fires. There was not any in that section of the country. Consequently we used buffalo chips for fuel. They answered the purpose very well. After crossing up the Platte River for three hundred miles, we then crossed the north branch of it, which was 108 yards wide. Near the point of crossing, the north and south branches of the river unite and Fort Laramie is built near the junction of the two branches. Fort Laramie consists of the soldiers' barracks and grocery store. After traveling seven miles from the point of crossing the river, we came to a very steep hill which we had to descend, and in order to descend it without impairing our wagons, we let them down with ropes. We then camped on the lowland near the river. During the night the wolves howled dreadfully. The next eighty miles of our journey were very bad for traveling, being a succession of hills and valleys called the Black Hills. They were very difficult both to ascend and descend because they were so steep and rocky. When we had traveled over the hills, we again came to the branch of the Platte River, and traveled up by its side for about nine miles, which brought us to Deer Creek, which is a beautiful place for camping, and a coal mine is nearby.

"We proceeded on, having good roads until we crossed the river which is called the Upper Platte Ford. After crossing the river we ascended a hill, which was three miles to summit and one mile down the other side. The descent of this hill was the roughest that I had ever seen traveled with team.

“The roughness of the road and the many singular places through which we passed caused me to think that the men who first traveled the road were very enterprising characters. We traveled on through rough and smooth until we arrived at Devil’s Gap. I ascended a mountain a little to the west of Devil’s Gate, which was still higher, on the summit of which was a pond of water. I took a view of the surrounding country. While I was up there I felt to exclaim, “America, thou land of wonders, with lofty mountains extending as far as the eye can penetrate.” I then descended and returned to camp considerably fatigued. We traveled between mountains, through rivers, and over rocky ridges, and at length we came to the South Pass.

“With tolerably good roads, we came to Green River. We still had good roads till we were eleven miles west of Fort Bridger, then we came to terrible roads, rough and ragged bluffs which we had to descend, being very dangerous. After descending these bluffs, we had a few miles of good road. Our next stop was a mountain seven or eight miles to the top. Here we camped for the night. The next morning we descended on the other side and came into a narrow space between mountains. Thus we traveled lofty mountains on each side for a considerable distance. At length we came to Bear River. We had rough roads all the way to the Valley of the Great Salt Lake through Echo Canyon. When we got to the bottom of Emigration Canyon, we then beheld the Great Salt Lake City, the place of our destination, the beholding of which afforded us great joy and rejoicing. I arrived in Salt Lake City on the 10th of October, 1853.”

Autobiography of Edward Lloyd Parry

“I was born August 25, 1818, at or near the village of St. George, Denbingshire, North Wales. My parents names were Edward Parry and Mary Lloyd.

“My early boyhood was passed in the village of St. George. My mother died when I was but four and a half years of age, leaving three children—two girls, Margaret and Mary, and myself. My sisters were taken care of by a nurse each, to whom my father paid three shillings per week each, while he and I went to live with his parents. My father was a well-to-do stone mason and brick-layer, as were also my grandfather and my great-grandfather.

“I attended school until I was 12 years of age, when I went to work along with my father at the mason trade. I received one term of school again at the age of fourteen, and also attended night school at the age of 24 and 25.

“Being naturally inclined to be religious, I frequently attended the Church of England and went to hear ministers of other denominations preach. But I could not be converted to join any of them; as their teachings did not appear to be consistent or in harmony with the Gospel as taught by the Savior and His apostles. On hearing an Elder of the Church of Jesus Christ of Latter Day Saints preach, I was converted to the truth, and wondered why I had not understood the Gospel in that light before.

“I was baptized March 9, 1848, by Elder Abel Evans and confirmed at the riverside about five weeks later. I was ordained a Priest during the summer of 1848. My wife Elizabeth and my father and number of relatives joined the Church.

“I was ordained an Elder January 21, 1849, and on January 9, 1850 I was called to preside over the Abergele Branch. On February 22, 1851, I was set apart as first counsellor to the president of the Denbingshire Conference. I labored and preached faithfully in that neighborhood until I emigrated to Utah in 1853.

“I kept open house for the Elders and Saints, providing them with food, shelter, clothing and money to pay their traveling expenses, etc, being desirous of gathering with the body of the Church, where I could

be taught more fully the principles of the Gospel and receive a more fullness of the blessings and the benefits there to be derived.

“On reading an article written by Brother Orson Pratt, then the President of the European Mission, counseling all that could do so to go to Utah, in the year 1853 I concluded to take his counsel. But when the time came I did not have the means with which to pay emigration, as I had used that obtained from my labor for the support of the traveling Elders and the mission. I therefore had to emigrate on the Perpetual Emigration Fund. When ready to leave, my relatives and friends sent me enough money to pay my way to Liverpool, where again the Lord raised up friends to me. A lady friend there gave me money with which to buy beds and other necessary articles not provided by the ship accommodations.

“I left Liverpool with my wife and eleven others from the same branch on February 5, 1853, on the sailing ship *Jersey*, commanded by Captain Day, Elder George Holliday being in charge of the Saints.

“We were just six weeks to the day coming from Liverpool to New Orleans. We took a steamboat from New Orleans to Keokuk, where we arrived April 1, 1853. We remained there eight weeks.

“I obtained work across the river from Keokuk, going and coming across on a little steamer every day. I gave such satisfaction to the man I was working for (a Mr. Brown) that he begged me to stay, offering me a city lot and to build me a house and give my own time to pay for it. I thanked him for this offer and told him that I had made up my mind to go to Utah, and to Utah I was going.

“By this time we had procured the necessary ox-teams and wagons to commence our journey across the Plains. Brother Joseph W. Young was our captain. I was put in captain of the guard. I therefore had to go ahead to find the most suitable place to camp and to find a place to turn the cattle out to feed. I had also in most cases to go with the guard to show them where the feed was, and then go with the relieved guard again. I also dealt out the rations of flour once a week to the company.

“The company in which I crossed the plains contained 56 wagons, and of those in the company some were called the Independent company, some of the Ten Pound company, and others the Perpetual Emigration Company. I belong to the latter. I can truthfully say that I came as well and comfortably as any of the whole company.

“We arrived in Salt Lake City October 10, 1853, and settled in the Sixteenth Ward. I moved into the Fifteenth Ward in 1854, and I paid my debt to the Perpetual Emigration Fund in less than one year after arriving in Utah.

“I was ordained a Seventy in the Thirtieth-Seventh Quorum January 12, 1854. I received my endowments in the Endowment House by invitation of Brother Heber C. Kimball April 1, 1854. I moved to Ogden in the fall of 1856, as it was said that times would be hard, and I had an opportunity to do some labor there and obtain wheat and other things for pay, and therefore we did not suffer as some did during the scarcity of food, and we were able to help many that were poor and suffering.”

John Parry: Pioneer, Missionary, Builder, Orvid R. Cutler, Jr.

“In the year 1853, my brother, William, was married to Jane Vaughn, daughter of Henry Vaughn, Joiner, Holywell, Flintshire. He was also released from the Presidency of the Flintshire Conference to emigrate to America. He emigrated on 5 February 1853, on the ship, *Jersey*, bound for New Orleans, and was appointed 2nd counselor on the ship to George Halliday.”

“Several from North Wales emigrated on the above ship: John Morris and family, David Williams and family, Edward L. Parry and Family, Isaac Morris and wife, and others. I used to reside with Edward L.

Parry, and some times with John Morris, who was very hospitable to me at all times, just as if I were in my own home.”

Samuel Claridge: Pioneering the Outposts of Zion, S. George Ellsworth

At Keokuk

Situated at the foot of the Lower Rapids of the Mississippi River, the flourishing town of Keokuk was “at the head of navigation for the large class of steamers and the natural outlet of the fertile valley of the Des Moines, the most populous part of the State (Iowa).” Excellent arrangements had been made at Keokuk and Sugar Creek for camping and organizing the emigrants. City officials and citizens seemed altogether pleased to assist the Saints with a temporary residence.

With the outfitting place near Keokuk, this year’s emigration would very nearly retrace the trail of the Mormon exodus from Nauvoo: seven years before, beginning in February 1846, the first of the exiles crossed the Mississippi River to encamp at Sugar Creek to wait until the first of March to begin the long and arduous trek across Iowa to complete the first leg of the westward journey. So Samuel Claridge’s experience from this point on closely paralleled that of the 1846 exiles. His situation and that of the Saints had changed considerably since then.

“About a half mile from the river, on top of a hill, surrounded by wood, and commanding a view of the country for miles around, the Camp of Israel burst to my view. Here were hundreds of tents and wagons with hundreds and thousands of Saints all preparing for a 1,300-mile journey across the plains.” Linforth described the camp:

The emigrants from each nation had wisely been placed together, and those who had crossed the sea together were still associated as neighbors in camp. . . . Elders Haight and Eldredge are incessant in their labours. . . . [The teams of] Elder C. H. Wheelock . . . were constantly engaged in transporting the luggage of the emigrants from the river to the camp, which saved many a poor person’s scanty means, and rescued many a poor family from a dilemma, for as yet there were very few oxen in camp, and most persons were unwilling to run the risk of their animals being worn out before the commencement of the journey.

The arrangement of the wagons and tents, with their white covers, looked quite picturesque “amidst the spring foliage of the country.” Some people were able to work at their trades in Keokuk, while others worked on roads, and thus made a little money to help them on their way.

Samuel Claridge wrote:

We camped here about six weeks while our brethren purchased thousands of cattle all over the country, which was quite an undertaking. Joseph W. Young was one of the principal buyers. Our wagons were brought up the river on the boat with our provisions and other things. We enjoyed camp life pretty well.

The search for stock was complicated this year by “California speculators” who “have their agents out through all the western states buying up all cattle, horses, and sheep that they can lay hold of and sending them off by tens of thousands to the markets on the Pacific coast, where it is said they command an incredible price.” All this added to the cost of Mormon emigration this year. Altogether, **several Mormon men were involved in the search for stock and provisions**: Isaac C. Haight, H. S. Eldredge, A. M. Harmon, V. Shurtliff, John Carmichael, as well as Joseph W. Young. These men had been on missions and were shepherding the emigrating Saints to Zion. They had to purchase the stock and herd and ferry them to the Keokuk camping grounds.

Samuel Claridge is careful to observe in mentioning Keokuk that it was “just opposite Nauvoo.” The Mormon “City Beautiful” had been the focal point of all things Mormon from 1839 to 1846. The Prophet Joseph Smith and his brother Hyrum had been killed at nearby Carthage. Most of the city remained much as the Saints had left it in 1846, except the temple had been fired on 9 October 1848, and then demolished and reduced to ruins by tornado on 25 May 1850. It is difficult to think Samuel Claridge did not visit the site, since he was at Keokuk for from five weeks to two months, and it was only ten miles upstream and across the river.

The Overland Trek

“We now begin to form our company.” The manner of Mormon organization of overland companies had been set over six years before through the experience of the thousands who left Nauvoo and made it to Winter Quarters in 1846.

Let all people . . . be organized into companies, with a covenant and promise to keep all the commandments and statutes of the Lord our God. Let the companies be organized with captains of hundreds, captains of fifties, and captains of tens, with a president and his two counselors at their head, under the direction of the Twelve Apostles. . . . Let each company provide themselves with all the teams, wagons, provisions, clothing, and other necessities for the journey that they can.

And so it was with each Mormon emigrant company after that, with little variation. A clerk was appointed to keep a historical record and log of the journey. A chaplain was made responsible for regular church services, and to see that the Lord’s Supper was attended to on the Sabbath day, and to visit the sick. Commissaries were chosen to help distribute rations.

There were twelve or more companies that made the overland trek the summer of 1853, all moving out between mid-May and June 20. Apparently provisions of the Ten Pound Company agreement had something to say about the number who would travel together overland. Samuel Claridge wrote:

I came in what was known as the 10 Pound Company. We had to travel 12 to one wagon and tent, two yoke of oxen, and two cows. We had the privilege of picking our own company. Brother and Sister Roy here left my company to join a number of small families who did not want to be bothered with children. I told my wife I would just go where they put me, and fortunately I had a very good company. They put me in Captain of a Ten.

My wagon consisted of nine grown-ups and three children. They were all very agreeable and we never had a fuss.

The Claridge family group included his wife, Charlotte, son Samuel D., age 2 ½ to 3 years, daughter Elizabeth, 15 to 20 months old during the overland trek, and young Henry Coleman.

At Keokuk, May 20, the Joseph W. Young Company was grouped. It consisted at the outset of 420 souls, 56 wagons, and 224 oxen. The company moved out onto the prairie northward toward New Boston.

Our first starting out was rather comical. Here were Welsh, English, German, and Scandinavians, and none of us had ever had experience in driving cattle, and the cattle had to learn all languages. . . . There was a great deal of awkward driving. But we got started.

Ten miles northward brought them to New Boston, on the Mormon Trail of 1846, just five miles west of Nauvoo. It must have been about this time that “we went to Montrose, a nice camp among the trees, and stayed there two or three days.” Mary L. Morris, who was in the same Fifty and preserved a fine record of the trip, also mentions going to Montrose.

Several days were spent here (May 20–31) “waiting for the delivery of cows for the Ten Pound Company and otherwise preparing for the long overland journey.” On Friday, May 27, the first Ten Pound

Company of emigrating Saints was organized for travel. Joseph W. Young was sustained as president of the company, William Parry as captain of the first Fifty, and Richard Rostron as captain of the second Fifty, each to choose his captains of Tens. Henry Pugh was chosen clerk of the company. Clerks were to be appointed in each Fifty to supply information to the captains and the president. The first Fifty, it seems, consisted mainly of Welsh Saints.

Samuel Claridge and family, Henry Coleman, and Brother and Sister Roy were in the second Fifty. Samuel Claridge was chosen as a captain of Ten. On Wednesday, June 1, part of the company moved out toward Sugar Creek, when at 5 o'clock in the afternoon, within three miles of the campground at Sugar Creek, "rain began to fall in torrents and continued until midnight."

Samuel Claridge remembered it well:

The first day came on quite a rain storm and the roads were so mirey we had to stop. . . .

Being no place to pitch our tents, we all had to crawl in the wagons and keep out of the rain with our boxes and bedding piled up to the brim. You can imagine how 12 of us slept the first night.

This was our first start and all were good-natured and we sang 'O Zion When I Think of Thee.'

The next day the company reached Sugar Creek, where they remained, waiting for the cows due the Ten Pound Company. On June 7 company organization was modified: Joseph W. Young, captain of the whole company; William Parry, captain of the first Fifty; John R. Winder, captain of the second Fifty; Richard Rostrom, chaplain; and Henry Pugh, clerk.

Samuel Claridge was to form a close friendship with these men, particularly Joseph W. Young and John R. Winder. Their experiences on this trip were to lead Joseph W. Young to have a special influence on the life of Samuel Claridge. The captain was then 24 years of age, the son of Lorenzo Dow Young, a younger brother of President Brigham Young. He was of "medium height, medium complexion, manner grave and unassuming." He had followed Mormon fortunes with his father, including the trek to Utah in the pioneer company of 1847. He had filled a mission to England and was now returning home, having left Liverpool 15 February 1853 as president of the emigrating Saints on the Elvira Owen. In England he had married Mary Ann Pugh 18 September 1852, daughter of Henry Pugh, now the company clerk. Sister Young had been ill the entire voyage, was confined to her wagon now, and did not improve.

John R. Winder came from Biddenden, Kent, England, and had joined the Church in 1848 and served as a local missionary, visiting various branches including Hemel Hempstead. Later, in Salt Lake City, he would become prominent in business and Church affairs.

The company could wait no longer for the cows, so proceeded along the trail while men were sent to obtain the cows. On June 10 the 74 cows and one bull joined the company and were disposed of as follows: three cows to each Ten, with the exception that the last Ten received two cows. This meant that 29 cows were in milk; the others were dry. They were 44 miles from Keokuk.

In contrast to the Mormon exiles of 1846, the trek across Iowa for this 1853 company gave them little trouble except for occasional muddy roads resulting from rains. The road and trail passed "through beautiful woodland scenery, and prairies with grass varying from 1 to 7 ft. in height, affording good feed for cattle." In Samuel Claridge's memory, "Our journey through Iowa was quite pleasant" and "I enjoyed myself very much."

As the company settled down to its daily moving routine, it could be observed that Samuel Claridge might have had as many as 57 persons in his charge, traveling in four or five wagons.

The names of all those in Samuel Claridge's wagon may not be determined, but it is known that Henry Coleman and Henry and Elizabeth Golden were there. In the same Fifty but in a nearby wagon were Robert and Mary Turney Roy. John and Ann Wilkey were in the same company but the first Fifty. Among the independents were George and Sarah Birchall, who were to become close friends. Sister Eliza Hester of Hemel Hempstead was in another company, headed by Jacob Gates.

The route to be followed was well known and well defined. The trail across Iowa can be fairly well established, despite the fact that we do not have detailed diaries for the trek of 1853, and that the Mormons had not used the 1846 trail much since then. The Joseph W. Young party likely followed the Des Moines River upstream until they could ferry at Bonaparte and then move westward to Bloomfield, where they likely deviated from the 1846 route by either heading straight west for Garden Grove or a little to the north for Chariton, thence to Leslie, Mount Pisgah (near present Talmage), thence in a winding fashion to Council Bluffs. The first leg of the trip, across Iowa, was about 327 miles by the company clerk's reckoning. The Mormon Trail west from Council Bluffs was well established, having been followed by as many as 50 companies before Joseph W. Young led his 1853 company. That portion of the journey had been described by William Clayton in his *Emigrant's Guide*. Modifications would be slight and then only to meet grass and water requirements. Experience not only dictated the route but the daily routine as well.

It was not uncommon for the camp to be roused by the bugle sounding as early as three or four, but usually **five o'clock in the morning**. It was a two-hour task to get up, attend to prayers, care for the stock, get breakfast, strike tents, pack gear, and be on the road. The usual **starting time was between seven and eight a.m.** Sometimes breakfast would be postponed until later in the morning or toward noon when a break of an hour or two would be taken, more for the benefit of the stock than the Saints.

Walking was the order of the day. The **oxen** made no better than **two miles an hour**, a pace less than that of a person walking. Besides, as Mary Morris wrote, "the wagons were for our baggage and we walked alongside or ahead of the teams, perhaps riding once or twice a day for half an hour or so. One day I walked 20 miles, the whole day's journey, without riding at all." So there was plenty of time to walk, to rest, to talk, to hunt, and for the young people to play.

Evening stop might come as early as four o'clock, but usually **between six and eight**, when wagons were arranged in their circles, the stock put to graze (sometimes within the wagon circle, often staked out at a nearby grazing area, in which case extra guards would be posted with the animals), **fires** made, **supper** cooked, varieties of camp duties performed, guards posted, and the camp to bed.

During the day of travel, scouts would be sent ahead to look over the trail and if necessary repair the road and bridges over streams. There were on this trip few rest days and only four Sundays during which there was no travel at all. Usually travel on Sundays was reduced by half, allowing for worship services, some catching up, and resting. While the clerk is specific only about three general meetings held on Sundays and one council meeting of captains, meetings must have been held. The chaplain had a responsibility to see to it that meetings were held and that the Sacrament of the Lord's Supper was observed. **Daily prayers** are mentioned as well as many **campfire services**. Occasionally, especially later in the trip, days were taken from travel for the work of the blacksmiths, setting iron tires on wooden wheels and shoeing the stock.

While 20 miles a day was the goal, it was seldom reached. Across Iowa they made about 13 miles per traveling day. The overall average for the entire trip was more like **14 miles per day**.

The company reached the staging area for crossing the Missouri River on Saturday, July 2, four miles east of Kanessville. On Sunday they "rested and observed the Sabbath as well as we could under our present circumstances." At the 10:00 meeting, Elders Rostron and Parry spoke (the latter in Welsh). At the 3:30

meeting, “Elder Isaac C. Haight addressed the Saints under a powerful influence of the Spirit.” And at the evening meeting, Elder Joseph W. Young spoke. Monday was the Fourth of July and was duly celebrated.

Samuel Claridge’s memory of the crossing is to the point:

The **river being rough** was dangerous to cross the first day and the owner of the boat said he would [not] take responsibility if we attempted to cross, but a number volunteered, myself being one of them. We had about one hundred wagons and we **all got over** without any accidents.

Since there were about 56 wagons in the Joseph W. Young Company, Samuel Claridge must have helped another company with their wagons too. He simply reported: “I helped to row 50 wagons across without any accident.” The actual ferrying, according to the clerk’s statement, took place between July 12 and 15, Tuesday to Friday. The day following the crossing, several wagons were repaired before a start could be made at 6:00 p.m.; they made three miles and camped.

“We now launched forth into the **great Indian country** where we had to be on our guard night and day.” Here the Mormon Trail followed the north banks of the Platte and North Platte rivers to Fort Laramie. On the overland trail emigrants met both human and natural enemies. Natural enemies included the terrain itself and the wind, and the availability of wood, water, and food for stock and man. Water was required for man and beast, for drinking, cooking, and washing. Too little meant dry, dusty roads and unquenchable thirst. Too much rain meant flooding streams, muddy roads, and many inconveniences of a wet camp life. Mary L. Morris remembered: “When the rivers were too deep for us to cross in the wagons, the young men would carry us over.” Wind stirred up the dust of sandy trails and created havoc, covering everything and making breathing difficult. Mary L. Morris commented:

We found it very trying when the wind was high, especially this seemed to be the case when it was raining. Then we would try to put up our tent in order to protect ourselves from the tempest, which often seemed as if it would lift our canvas home from its foundations after we had succeeded in erecting it. This was often a long and tedious process. . . .

Wood was required for fires and repairs to wagons. Occasionally there were trees and brush along some streams, but the Great Plains were generally treeless, and as they advanced on the plains, and timber grew scarcer, they learned the value of buffalo chips for making fires. And as for feed for the stock, Mary Morris said, “Sometimes there was no feed for our cattle, in the place where we camped at night, in which case we had to rise early and travel on until we reached a place where the cattle could feed while we cooked and ate our breakfast.”

Food, of course, was always a basic problem. The Mary L. Morris record is valuable on this point:

. . . Our ration, or allowance of provisions, was one pound of flour and a portion of bacon each day, but we were at liberty to provide any extras we could afford. There was a commissary to every ten. . . .

Our bread we mixed with a piece of light dough or leaven, but often by the time we reached the camping ground, especially in warm weather, it was sour, or in cold weather not sufficiently raised, and then we had heavy bread. Sometimes, however, it was just right and we had excellent bread.

While extras lasted our rations were abundant, but when they were gone, they were insufficient. Father Morris would not only walk all the way, but carried a double barrel shotgun with which he often shot rabbits or prairie chickens.

Only once was there success in this company killing a buffalo, and that was by Joseph W. Young. Apparently there was little to supplement the daily ration.

Mary Morris comments further on her food experiences:

Then again, when we came into camp tired and hungry and would have to hunt buffalo chips in the dark and could not get a mouthful to eat until bread had been baked by this slow process. But when the evening's work was done, the bugle sounded and we assembled for prayers. In the early part of the journey, when the days were long, we would sit on the yokes of the oxen and sing hymns, but as the nights grew colder, we often heard the wolves howling, not far from us.

I must not forget to speak of our little milch cows. These faithful creatures, though giving milk to supply us on our journey, were yoked to the wagon, between the lead and tongue cattle. They looked very small indeed as they pulled in front of one yoke and behind the other. Unfortunately our little cows became dry, or so nearly dry, that they gave but a teacup full of milk a day. The consequence was that our camp kettle, that used to be full of good milk gruel for our breakfast, became gradually a kettle full of flour starch with only a cup of milk added.

The best travel time was made crossing Iowa and while along the Platte River and the North Platte River in what became Nebraska. In places the banks of these rivers were like the edge of a smooth sea beach, but the whole route seemed sandy. The level, hard sandy areas made for good traveling, but most of the time the river banks were wet and soft, with pockets of quicksand in which animals and wagons could quickly be lost. Horses could not pull against it, and oxen moved too slowly to make any progress and sank. The only solution was to get aid quickly and double or triple the teams and pull. The actual trail chosen varied from any established trail with the view to avoid threats of quicksand and clouds of dust being churned up by wagons, and to get closer to good feed grounds. Walkers avoided the sand much of the time. Mary Morris remarked, "I remember, in walking I was so anxious to save the soles of my shoes that I walked on the grass whenever possible, so that the uppers wore out first."

Human enemies appeared in the form of Indians. Actually, "our company was very fortunate, had no particular trouble," "... often met some of the red men who were quite a curiosity to us." Even so, "... we had to be on our guard night and day." On August 2, while the company was on the road opposite Grand Island, about two hundred Pawnee warriors came riding up to the train. "... We halted, talked to them a while, then we all donated a little flour, sugar, etc." "And we drove on without any trouble." "After that, we traveled four wagons abreast to keep us close together, every man packing his gun, but we marched on and had no trouble."

Two other accounts of meeting the Pawnee underscore the practice of these people of begging from emigrant trains. The clerk's record comments that their "begging was incessant until after sunset, when, after some difficulty, we got rid of them. One of the braves and five Indians remained in camp, for whom we fixed a tent, and made them comfortable. Extra guards were set, and each man was required to watch his wagon." The next morning the camp was aroused at four o'clock, the Indians left soon afterwards, "but several others were on the ground before daylight and followed the train for some distance. We were on the march before five o'clock, and after proceeding about five miles, we halted for breakfast until nine o'clock."

There were no deaths from Indians and hardly any significant inconveniences, but there were altogether 11 deaths during the company's trek: ten women and one man.

Of special concern to Samuel Claridge was the death on the night of September 9-10 of Sister Mary Turney Roy of Hemel Hempstead. She and her husband Robert had no children. It is not known what became of the husband after his arrival in Zion. The death occurred on the North Platte, the day before the company reached Independence Rock on the Sweetwater River.

On August 30 Brother Eatough of Blackburn Branch, Lancashire, England, died. "He left a wife and family in easy circumstances in England, he being on his way to Zion, intending to prepare a home for his family in the valley." He was buried at bitter Creek.

The vital statistics also counted one birth and one marriage. On September 13 was born Sarah Elizabeth Morris, daughter of Isaac and Elizabeth Morris, of the the first Fifty.

The marriage between John Spriggs and Mary Ann Elizabeth Wood took place following the Sunday morning services, July 24, three weeks out of Kanesville. This happy occasion followed upon tragedies for John Spriggs whose wife had died at Liverpool the day of embarkation, leaving him with six children, the youngest two weeks old. The infant died March 9 and was buried at sea. The new Sister Spriggs took on five children under age ten.

Samuel Claridge's descriptions of his experiences crossing the plains are few but give good pictures:

We travelled up the Platte River most of the way, and I was always out with my ten in making bridges and other things.

At evening our waggons would all be drawn close together forming a circle which made a corral for our cattle. See all the fires now made of buffalo chips, and all busy, some fetching wood and some water, all cooking their bread and bacon, some singing, some sleeping, too tired to eat, some on guard, some herding the cattle, and so it was one routine every day.

. . . We made tolerable fair time till we got to Fort Laramie. The health of the people was generally good.

We now reached Fort Laramie [August 26], about half way . . . where there was a small company of soldiers. . . . Those that had got money bought a few supplies.

. . . Our cattle did very well up to this time, but our loads being heavy we did not make such good time. Our cattle began to give out and all our luggage that could be dispensed with were thrown out, such as feather beds, etc.

At Fort Laramie the Mormon Trail crossed the North Platte River and followed the Oregon Trail to Fort Bridger.

. . . We now began to climb the Black Hills of the Rocky Mountains, where it was cooler and the bunch grass very good. We made very good time, had very little sickness. We now reached the divide [South Pass, September 18] and a little storm [September 17].

Several problems mounted as the company reached the Sweetwater. Samuel Claridge pointed out: "Our loads were heavy and by the time we got to the Sweetwater our cattle commenced dying. . . ." Oxen had been lost, others were trail worn and weary. The snow storm near South Pass was ominous. Besides, Captain Young's wife's health had deteriorated further, and he wished her to see Great Salt Lake Valley. Fresh teams must be brought from the Valley to assist the company for the remainder of the journey.

On Sunday, September 18, Captain Joseph W. Young, his wife, and others left the company and took off for the valley. Sister Young's father, Henry Pugh, company clerk, made the following entry into the record:

Sunday, Sept. 18. This was the anniversary day of the nuptials of Joseph W. Young and Mary Anna Pugh, they being married in 1852 at Liverpool, England. She has been sick the whole of the voyage and journey from that place, and though now in the last stage of consumption, bears her affliction with fortitude, courage, and resignation. Twelve months ago this day, I, her father, Henry Pugh, gave away my first born. Today we part, no more to meet again this side of the vale. Jos. W. Young, at his request, leaves the company, with the intention of reaching the Valley, in company with Charles Decker and others, previous to the expiring of his beloved wife, and gives the whole charge of the train into the hands of Capt. William Parry.

The father knew. Two days later his daughter died in her wagon and was buried at the Green River.

The company followed on to Fort Bridger. From this point the route followed the Mormon Trail of 1847 (based on the Hastings Cutoff of 1846) and made the difficult, slow passage through the canyons into Salt Lake Valley. The company reached Fort Bridger on September 28, Charlotte's birthday, and the next day Captain Joseph W. Young rejoined his company and remained with it four days, then went back to Salt Lake Valley. The record states:

Here Pres. Joseph W. Young and Bro. Guernsey Brown left our camp for the valley to endeavor to obtain teams to assist our company the remainder of the journey. Bro. Young had on his return found that the company had lost so many cattle and the remainder were considerably weakened. He left his brother William with us to whom he committed the charge of the company until his return.

That day the company moved into the head of Echo Canyon, and in the days following proceeded slowly down the canyon until on October 7, while wending toward East Canyon Creek, they were met by their captain with "quite a number of oxen which helped us out in going down the Big Mountain."

On Saturday, October 8, the ascent of Big Mountain was made, reaching the summit at 6:00 p.m. There they camped overnight, and the next day made their descent of Big Mountain. "It was so steep we had to rope and a number of men to hold back." The descent made by 1:00, the company crossed over Little Mountain and camped in Emigration Canyon. Mary Morris describes their effort in crossing the last obstacles between them and the Great Salt Lake Valley:

We . . . dreaded the ascent. It was a fine morning . . . when we reached it. We had previously arranged our attire, as best we could after such a long journey, in expectation of meeting with our friends, as many of the Saints came to greet the companies as they arrived.

There was a great variety of trees growing on the side of the mountain. The road was hard, level, and well trodden, and as we descended into the canyon below, the scenery was grand indeed. I remember, while ascending the Big Mountain and stopping to take breath, I looked around, above and below, and came to the conclusion that never again in this life do I want to cross this mountain. Among the brush I saw a bush bearing wild berries, and being very hungry, I ate some of them, not knowing what they were, but they affected me like poison.

We had still one more mountain to cross, called Little Mountain, but upon descending, began to feel more cheerful as we began to meet persons coming to fetch their friends or relatives. The first person whom we were acquainted with was Bro. Caleb Parry, brother of William Parry, our commissary.

I was most forcibly struck with the neat, clean, and fair appearance of the people as they came up to us, and did not realize that in proportion as they looked fair and clean to us, we looked correspondingly brown and grimy to them.

On Monday, October 10, they left their last camp site, made their way down Emigration Canyon, making repairs on the road as they went, arrived at the mouth of the canyon at three o'clock, arrived in the city at five o'clock, and "encamped on Union Square in peace and security." Samuel Claridge ended his statement of arrival with: "being nearly 9 months from the time I left my home at Hemel Hempstead."

The following morning, Tuesday, the "company was aroused by trumpet sound at six o'clock to prepare for dismissing." At nine o'clock a meeting was called, addressed by Captain Joseph W. Young, followed by his uncle, President Brigham Young. Commendations for faithfulness and diligence were given. The organization was "broken up," the company blessed, and good counsel given. Lorenzo Dow Young gave the benediction, and the meeting closed at eleven o'clock. The journey was over. They had arrived in Zion.

