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# NEW MEXICO HISTORICAL REVIEW

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VOL. XVII

JANUARY, 1942

No. 1

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PALACE OF THE GOVERNORS

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# NEW MEXICO HISTORICAL REVIEW

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# LONDON TO SALT LAKE CITY IN 1867: THE DIARY OF WILLIAM DRIVER

*Edited by* FRANK DRIVER REEVE

## INTRODUCTION

THE MIGRATION of the Mormons to the sagebrush plains of Utah is too well known to require extensive comment. The story has been written often, with praise and condemnation for both the leaders and the community. The following pages contain the account of a Mormon's trip across sea and plain to the new Zion, in the Pioneer era of Utah, or before the building of the transcontinental railroad. It is written in simple language, and with little knowledge of those rules of composition that plague contemporary students, but it gives an intimate insight into the experiences of thousands of European immigrants who made possible the building of the America that we know today.

The narrator, William Driver, the son of George and Mary Killingworth Driver, was born at Bury St. Edmund, county of Suffolk, England, May 3, 1837. His boyhood days were spent in the village of Feltwell, Norfolk county, and were probably quite similar to those of most English boys except in regard to religion. At the early age of fourteen his thoughts were troubled by the problem of religion, and after several visits to Methodist meetings and contact with Mormons, he joined the Church of Jesus Christ of Latter-day Saints.

About the year 1854 Mr. Driver went to London, probably through the influence of his father, a carpenter and small-scale contractor, who died of consumption there two years later. His time became divided between interest in church work and the necessity of making a living. As a traveling elder for the church, he preached in the Kent and London conferences, the regional units for missionary work, during 1856 and 1857. For the next several years he was employed in the laboratory of Price's Patent Candle Com-

pany of London and took advantage of the opportunity to study pharmacy, or chemistry as it is termed in England. Meanwhile, he suffered a loss in the death of his mother in 1857, for whose care he had felt considerable responsibility. On August 16, 1858, he married Charlotte Emblem Boulter, a native of Hastings, Sussex.

The motive for emigrating to Utah was probably a combination of religious zeal and an opportunity for economic betterment. After arriving in Salt Lake City, Mr. Driver had the not uncommon experience of a pioneer in struggling to realize something tangible from the lure of the New World. He worked for the Deseret Telegraph Company in building a line from Franklin, Idaho, to St. George, Utah. Employment was also secured as a teamster for bringing immigrant families from the plain, and in some form on the construction of the Union Pacific Railroad. Next he became cashier for the drug firm of William Godbe & Company of Salt Lake City. At the end of two years he was sent to take charge of their branch business in the railroad boom town of Ogden, often referred to as the Junction City. Later, in 1871, he established himself in business with Doctor C. S. Nellis, operating under the firm name of Driver and Nellis. He bought out his partner after two years, and in 1878 his son George was taken into the business under the firm name of Driver & Son. They eventually owned four stores, located in towns north of Ogden and in Montpelier, Idaho.

Mr. Driver was ordained to the office of a Seventy, or elder especially commissioned for missionary service. With his business successfully established, he returned to England in 1879 to carry out his new responsibility. His trip was rounded out with travel in Scotland and France. At home again, he took an active part in the public affairs of the city and was elected councilman in 1886, and was sent as a delegate to the state constitutional convention in 1895.

For several years Mr. and Mrs. Driver won the prize at the Pioneer Day celebration for having the largest number



of children in Weber county. Only seven lived to adulthood, but they and their children were quite sufficient to overflow the eleven large, high ceiling rooms of the new mansion, the usual symbol in America of material success, on the occasion of family gatherings.

Enjoying a cigar in the front porch rocking chair in the evening, and a glass of ale with cracker and cheese at bedtime, Mr. Driver lived long enough to see a town grow from a village, and to feel that he had taken part in a worthy movement. At the age of 83 he passed away quietly in his Ogden home. Three years later Mrs. Driver followed him, taking forever that precious Victorian purse in the pocket of the third petticoat, and the pennies that grandchildren bought treasures with at the corner store.

Name of Ship "Caroline"<sup>1</sup>

Tonnage 1130

President of Company

S. H. Hill

Councillors

W. W. Raymond, J. S. Fullmer

Number of Passengers 350

Port of London

Sailed 5th May 1866

Stewards

J. L. Dolton, T. S. Priday

Clerk, W. Foulger

Thursday

May 3rd 1866. Went with my Wife to the London Docks to see the Packet Ship Caroline, Bound for New York, received telegram from Bro Thurber notifying myself and Family to be ready to sail by this Ship on the 5th of May.

4th Friday

At home disposing of Goods & Preparing to start for the Docks, great difficulty in clearing out, Met with an accident, The Cart convey-

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1. The diary was written without punctuation or correct capitalization of words. Commas and periods have been inserted for the convenience of the reader. The original spelling has been retained throughout. It is particularly difficult to distinguish between the capital and small letter *s* in the mss., and between *T* and *F*.

The diary is now in the possession of Mrs. George Steinbach, San Gabriel, California, granddaughter of William Driver, and daughter of Mrs. W. B. Pearson (Ida May Driver).

ing our luggage broke at the tail and threw Ellen, Willie<sup>2</sup> & my Brother John with great violence to the Ground, also Broke a Box that fell with them, afterwards went on and arrived at the Docks about 8 oclock P M.

Sunday May 5th

Towed down the River Thames by a Steam Tugg, passed the Nore Light ship at 10 [minutes] to 5 P M, very calm, attended A Meeting on Board, I was appointed to preside over the 3rd Ward, The company being divided in 7 Wards. Instructions were given to be observed for the preservation of health among the passengers, one important item keeping the Gangways Thoroughly Clean by scraping & Having Berths kept well aired and striving to demean ourselves so that nothing tending to immorily [immorality] be made manifest, That Gods blessings might be with us on our journey across the Ocean.

Appointed Times for different Wards to Cook, also time for Prayer in the various Wards. Wallace Foulger Clerk of Meeting.

7th, 8th, 9th, 10th, 11th, We were beating about making little Headway against a strong Head wind.

12th. Gale still blowing, very Wet and Foggy Weather, our Good Ship lost her Course and before The Pilot Discovered our position We were within a few Rods of South side of Isle of Wight,<sup>3</sup> We lost a Yard and Sail, several ropes snapped like Thread, we tacked ship and anchored at the "Motherbank," A providential Escape from Shipwreck. My Willie very Sick, My Wife sick with Rhumatics, Myself from a Severe Cold. Nearly all on Board Very sick, a Boisterous Week.

Sunday 13th

Monday at Anchor all day, attended on Willie who is very sick indeed, some said he would die, a report of his Death circulating over The ship, a Calm Day.

Monday 14th

A slight breese, left the anchorage and Sailed past Isle of Wight. Afternoon very Calm. Willie little better, my Wife still very sick with Rhumatics, attended Willie all night.

---

2. William Charles, the fourth child, born December 26, 1863, at Wandsworth, Surrey (now a part of greater London), died at sea May 21, 1866.

Ellen Barbara was the third child, born July 27, 1862, at Battersea, London. She married John James Reeve of Ogden, Utah, and died in San Francisco, California, in 1935.

3. The Isle of Wight lies close to the south-central coast of England and shelters the entrance to Portsmouth and Southampton.



WILLIAM DRIVER

## Tuesday 15th

A good breese blowing all day from the East, Sailing about 8 Knots an Hour, passed Falmouth, afternoon off the Welch<sup>4</sup> Coast. The Docter said Willie was better but it is no Miracle. Wife very sick.

## Wednesday 16th

Passed Lizard Point<sup>5</sup> at 1/2 past 7 oc P M on Tuesday. This Morning we have a strong Wind Blowing from the East. Willie slept better. Myself afflicted With severe cold in the Head. 1/4 past 4 P M hauling anchors on Deck, in the Evening 30 past 8 Some person came to companion Ladder and rose the cry of Fire in Cooks Galley—attending Willie.

## Thursday 17th

Attending Willie all Day, left at Night without a light, Willie very Sick, strong breese lasting all Day, Sailing about 10 Knots per Hour. Captain Ordered Galley Fire to be extinguished at 6 oc P M.

## Friday 18th

Morning again quite calm weather, ship rolling very much, made but little progress today, attending on Willie all Day who have been very restless, my Wife better in Health, myself suffering from severe cold, Nelly [and] George<sup>6</sup> well. Wind getting up slightly, making about 3 Knots an Hour, then again lulling us almost still, a Sister confined Yesterday. Bro Hill gave me Portwine for Willie. Just pumping ship, a strong wind sprung up lasting all night. Willie very restless, I got but little or any sleep.

## Saturday 19th

Morning a good breese blowing from the East, sailing along first class, Wind increasing, blowing a Gale and Raining, Taking in Canvass. Poor Willie is getting very weak, Wife sick, George, Nelly and myself pretty well, but begin to feel quarmish, Several on Board are very seasick, nothing to give our dear Baby to suck but cold tea and Sugar. Willie has been very restless all night, This morning life is very Weak, wind blowing strong all night. Those who come to sea should be very careful to bring with them as many comforts as possible, especially for the children such as Arrow root,<sup>7</sup> Soft Biscuits,

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4. This was really the coast of Cornwall, the southwestern county of England.

5. The Lizard is the southern-most tip of England on the coast of Cornwall.

6. George William, the first child, born August 9, 1859, at Brighton, Sussex. He married Mary Luenna Farr of Ogden, Utah, and died at San Diego, California, in 1936.

7. Arrow-root: a nutritive starch plant, valued especially for children and invalids.



Port Wine, Brandy, Preserved Milk, Sherbet, & This from bitter experience.

#### Sunday 20th

Morning Wind blowing strong all day, great signs of stormy weather. Poor Willie very Bad all day, nearly worn out myself, Wife Poor, others of Family pretty well. 1.30 P M to day a large French ship passed us Homeward Bound, in the Night went for Wife to come to Willie, I thought he was dying, rallied a little afterwards. Sea very rough, Ship rolling, The roughest night since we came on Board.

#### Monday 21st

Morning very rough, ship rolling fearfully, just threw me of [off] a stool and broke a Glass Tumbler. 2 oc P M ship still rolling fearfully, Pots, Dishes, Pails, Provision Thrown across the Gangways in promiscus Heaps creating great confusion amongst the Passengers. A Child of Bro Cox's from London has just Died. The Lord has still spared my Dear child For which Blessing unto me I do hope to Live to Praise Him. Another fearful Lurch, Tins flying in every direction. Pro Cox's child was burried at 8 oc P M. Willie my Dearest Child was very ill all night untill 7.30 a m when he was released from his Sufferings, God bless his dear Soul, how he suffered, he came to his death Through Mr. Poulters Cart breaking on St Anns Hill, Wandsworth, Surrey, England. Oh how I mourn This great affliction, O Lord help me by thy power to bear it as from thy Hand and stimulate me to more nobly and faithfully serve Thee and may I live to prepare to meet Him in a Happier and better World with his dear Sister Elizabeth Maryann<sup>8</sup> and at The Ressurrection of the Just may I be there to meet them, O God grant these blessings in the Name of Jesus. My Wife is much cut up.

#### Tuesday 22

Weather fair, Ship rolling very much, afternoon saw my Dear boy sown in canvass by first and second Mates, he was burried at 7 P M, Captain Adey read the Burial service, in Latitude 48 Deg 22 min North, Longitude 20-12, on Monday May 21st 1866, he was born Dec 26th 1863 at Wandsworth, he was a fine intelligent boy, God bless him, peace to his slumbering ashes. He was taken from our berth by order of Docter into the Forecastle, a most unfit place where he took cold as he laid opposite the Hatchway, his spine was injured and he had a malignant sore Throat. The Dr Told me had he been on Land he might have recovered!! A beautiful Day, Wind nearly due East, Cooks galley on Fire. No cooking this afternoon, a strong 3/4 Wind blowing which lasted all night. At the Prayer Meeting, Elder S. H.

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8. Maryann Elizabeth, the fifth child, born August 28, 1865, at Wandsworth, Surrey. She married Joseph F. Burton of Ogden, and died in Salt Lake City in 1931.

Hill said it had come to his knowledge that some Person had been selling Consecrated Oil at the rate of one shilling per spoonfull and said those who had do[ne] so would be Cursed and Their Money with Them.

### Wednesday 23rd

Morning a strong wind still blowing, sailing along Gaily. No breakfasts cooked this Morning in consequence of the chimney not being completed. A Bro Tracey supplied us with Water, had Coffee for Breakfast. Noon, Wind still blowing very strong, Weather very Cold. Great Dissatisfaction among the folks in consequence of their not being able to get their food cooked. Night, A good breese blowing, Public Prayers at Amidships.

### Thursday 24th

Pretty good Wind blowing, much Grumbling among some of The people about the Provisions. Saw a Ship ahead of us. Yesterday a stunsail<sup>9</sup> fell down from the Mast, the sail covered those who sat on the Forecastle, much complaint against the Cooks, a light fair breese blowing, Weather Dull, just saw a Ship. 7-45 P. M good breese blowing which lasted through the Night. One of the Sailors told me he had crossed the Atlantic from Liverpool to New York Eighteen Years but never before experienced such a fine passage as We have had, The Captains Cook said he never saw such a passage although he had crossed 35 times. Bro Hill gave Orders for all open lights to be out at 9 oc P M, some were very slow to observe this.

### Friday 25th

A beautifully fine Morning, a pleasant breese, Two ships in sight, all of my family feel well today, Weather very calm. Saw a steamship pass us Homeward Bound, also Two sailing ships. In the evening Cloudy, saw a seal fish. Public Prayers Amidships.

### Saturday 26th

Morning a good breese blowing on our course. Family well, Cake! and coffee for Breakfast. Sister Read from Cambridge gave me Baked Flour for Polly to suck through a tube. Night very rough weather, T[oo] much so to hold Public Prayers, supposed to be near the Banks of Newfoundland, saw one ship today. Rough and Foggy Night.

### Sunday 27th

Very boisterous Morning and very cold, Wind Northerly, my George overballanced and fell from the Top Berth unto the Deck. Afternoon held Meeting Between Decks, Speakers Elders Hill and T. S.

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9. Stunsail or stuns'le: contraction of studding sail, a light sail set at the end of a principal square sail for steadying the ship.

Friday. A fight between to [two] sailors, one a Norwegan. A very cold Day, afternoon calm and also at Night. Prayers were offered in the various Wards.

#### Monday 28th

Morning Calm, Wet, and foggy. Saw a Whale, my Wife rather sick, children pretty well, also myself a cold excepting which has troubled me since I came on Board. A Brother Cook said he had received a revelation informing him that our ship will arrive in New York on Wednesday next. Becalmed on the "Banks."<sup>10</sup> A large four Mast steamer passed us Homeward Bound, saw several Whales and Flocks of Birds. In the Evening a breeze sprung up and continued to increase in force during the Night, Rainy, cold and Foggy, some considerable Quarrelling among some Members of the fifth Ward, fogg Bell ringing.

#### Tuesday 29th

Wind blowing hard, canvass furlled, The jibboom<sup>11</sup> plunging into the Waters, Wheather Wet and Foggy, several porposes near ship, Fog Bell ringing. Family Well colds always excepted. We are now according to Bro Hill off the Banks of Newfoundland. A strong Head Wind blowing, Heavy sea rolling, Ship tossing very much, Pails, Tins, Barrels, People etc rolling about in beautiful confusion. Head Wind all Night. On Monday evening at 7 oc A Swiss Brothers child was committed to the Deep.

#### Wednesday 30th

Fine clear Morning with a strong head Wind, very cold, Heavy *swell* on, saw a shoal of Porposis, some jumped clear from the Water, during the day Wind vered round and we sailed along Firstrate untill 4 A M—When it suddenly changed ahead of us. My George fell from The Deck to the Bottom of the Hatchway. J. S. Fullmer gave Notice That some person had lost coat and Bonet and he wished That those who had found the same would bring them to him. Weather very foggy.

#### Thursday 31st

Morning Calm and Dull, rice boiled for Breakfast, no bread in stock, at 4 A M This Morning the Wind changed suddenly ahead of the ship, caught the sails and drove us back at the rate of 9 knots an hour. A cry of all hands on Deck—rather frightened some of the folk as the[y] felt the imme[n]ce straining of the Ship, when the wind struck her we were in great Danger of foundering. Calm most

10. The Banks of Newfoundland, famous fishing grounds for Canadian and New England fishermen.

11. Jib boom or jibboom: a spar extending forward from the bowsprit and holding the lower corner of a jib sail which is triangular shaped and the foremost sail on a ship. The jib boom could easily dip into the sea in heavy weather.



of the Day. Sundown a breese blowing about six knots, standing with my Wife on the Forecastle to witness a magnificent sunset. Family poorly.

#### Friday June 1st

Calms and head Squals all Day, made little if any progress. Nelly attacked with Measles or scarletena<sup>12</sup>—very poorly myself. Saw one ship to day.

#### Saturday 2nd

Ellen very sick, Bro S H Hill gave us some Brandy and Sister Watts some saphron<sup>13</sup> Which is considered good for Measles. Evening sailing with A fair Wind which have continued, Though slightly, Through the day. Bro. Hill ordered Ellen to be moved into the Forecastle. I considered it a most improper place and objected to her being removed from our berth, Dr. said its not necessary to have her removed as the decease have not Developed itself, saw A fishing Smack. Public Prayers at 8 P M, afterwards Breese freshened and blew pretty strong at 9 P M.

#### Sunday 3rd

Morning Foggy and Wet with A Head Wind blowing, a Steamship passes us early this Morning. Ellen more cheerfull, very fretful Through the night. Boiled Rice for Dinner, Ellen, Wife and myself very sick. Afternoon Calm, A Fishing Boat with 15 Hands on Board passed near us. Three days sail from Cape Sapel.<sup>14</sup> Public Meeting Amidship, J. S. Fullmer spoke. At Public Prayers Bro Hill threatened to suspend some from fellowship unless they repented. Saw one ship to day.

#### Monday 4th

An Easterly Wind blowing, stuntsails up, sailing along Gaily at 8 knots an Hour. Ellen seems a trifle better this Morning—Up all Night with her. Saw a large shoal of Porposis. Fair wind all Day. Sailors made cable ready for anchoring, expect to arrive at New York on Thursday. Ellen is progressing favourably, myself and Wife better. Fight between a sailor and second Mate. Public Prayers, Bro. Hills called on The saints to cease Backbiting. Strong Wind all night, Ship roll.

#### Tuesday 5th

Foggy, Wet and calm morning. Ellen Better. A ship passed near us in the Night. Foggy at Intervals, several large Crampuses<sup>15</sup> seen,

12. Scarlatina or scarlet fever.

13. Saphron: specie of crocus, used in making a beverage for a purgative and blood purifier.

14. Cape Sable, southwestern tip of Nova Scotia Peninsula.

15. Grampus: "large mammal of the dolphin family which feeds on seals, porpoises, and smaller dolphins."



head wind all Day with a heavy swell on. Ellen Better, myself and wife very unwell. Polly extremely cross. I feel very weak and quite tired of being at Sea. Bro Dalton gave us a Can of sweet Milk for Polly. Public Prayers, saw two Ships.

#### Wednesday 6th

Morning very Foggy and Wet, Sea smooth as a sheet of glass, Weather very warm. Ellen little better, sailors washing Decks and Bulwarks. I shall be glad to see New York, calm nearly all day, Breesy towards evening, at 8 P M A strong head wind with thick mist. Public Prayers, Bro Hill said Towels had been stolen from the rigging and called on those who have stolen them to return them or he would call for them. Ellen and Family better.

#### Thursday 7th

Morning Head wind and Foggy, afterwards cleared, saw a schooner. Ellen better. Evening saw a ship, Head Wind still blowing. Public prayers, Brother Hill spoke very pointedly to those on board who had been guilty of theft.

#### Friday 8th

Morning calm, Yards<sup>16</sup> squared, about 7 oc A. M. a slight breese  
16. The cross spars on the masts which support the sails on a square rigged ship. Blowing Favourable, at Noon Had some codfish for dinner, several Fishing boats lying at anchor. Ellen better. Strong Wind all last night, making good progress. Public Prayers, Bro Dolton Prayed. Wrote letters to my Brother Robert [and] Fatherinlaw.

#### Saturday 9th

Morning strong Wind blowing, ship rolling considerably. Captain sharpening sails to stand in towards Land which in a few hours we are expecting to see. Ellen improving very well, rested Well—serving out provisions to last three days. Saw four ships, at 3-15 P M The Pilot came on Board, in the Evening got a glimpse of Long Island. Bad Headache.

#### Sunday 10th June

Morning very calm, 11.30 A. M, Land ahead. My Wife very poorly, at eleven A M Pres<sup>at</sup> [President] S H Hill convened a Meeting amidships at which Capt. Stephen Adey, Dr. Summerville were present. A vote of thanks was accorded them by all the Passengers. Capt Adey Briefly responded. He spoke favourably of the conduct of his passengers, said he never wished to cross with a better lot of people & & wished us continued prosperity on our Way to Utah, also Doctor Summerville briefly but favourably responded. A Vote of Thanks was given

for S H Hill president, also Votes for his councilors Raymond and Fulmer, to Stewards Dolton and Friday. Three cheers were given for each of those officers and the Meeting terminated, several sails in sight. Captain Adey has been kind to the passengers and I will say on the Part of the Crew that a more social and agreeable lot of sailors as a whole could not be met with, their conduct towards us has been all that we could expect. 3.30 P M passed Sandy Hook light Boat, We are now off the Batteries. A more magnificent sight I never Saw—at about six oc P M we cast anchor near the Mouth of Hudson River. The Medical Officer Boarded but the Captain not being ready at a moment call our examination is postponed till tomorrow at 9 oc A M. Public Prayers.

#### Monday 11th

Morning misty cleared off and is now beautiful, at 9 A M Weighed anchor, went down the Hudson to Castle Gardens.<sup>17</sup> It is a place formerly a theatre appropriate[d] by the U. S. Government for the reception of Emigrants, is a very large circular building. Emigrants were laying in groups upon the boards in promiscuous heaps, Men and Women without apparently any regard for decency. These were mostly German and Irish. There is a General Information Office, An Exchange, A Railway Ticket Office, also a Rostrum From which an appointed speaker gave information to Emigrants, [and] A provision Store. A pint of Milk and small loaf 20 cents. It is lighted at night with Twelve jets of Gas. We were informed previous to Landing that there were 7 thousand Emigrants before us. We are informed we might be ready to start out at 11 P M. We found it extremely difficult to reach Peck Slip, mistook our way. Weary, Dispirited and perplexed we reached the Steam Boats to steam to New Haven, Conn.

#### Tuesday 12th

Took Cars at Newhaven,<sup>18</sup> reached Hartford, connecticut at 8:30 A M. Stopped an hour and Changed Cars at Springfield, Massachusets, passed Holy Oak [Holyoke?], Northampton, Granfi [Greenfield?], into the State of Vermont at South Vernon. Broke a coupling Pin. Most of Women and children hereabout are without shoes or stockings. I suppose tis for comfort. Passed Brattleborough, Dummerston, Putney @ Westminster and Mill Falls. Night in Train.

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17. Castle Garden: leased by the state of New York as an immigrant station in 1855 and supervised by a board of commissioners; located at the lower end of Manhattan Island. The immigrant station was transferred from Castle Garden to Ellis Island on January 1, 1892.

18. On the Connecticut Valley Railroad.

## Wednesday 13th

Luggage Train on *Fire*. Bros Bates, Pain, Tracey, Miller and others lost a great portion of their luggage, some lost nearly all they had—occurred at *St Albans*,<sup>19</sup> met a body of British troops on the scout for Fenians at St Alexander, lost pollys police [valise?]. Polly very poorly, stopt at St Johns on the Richelieu River where some soldiers informed [me] a fight had occurred between them and Fenians,<sup>20</sup> crossed Victoria Tubular Bridge over the River St Lawrence to Montreal, Capital of Lower Canada, stop all night at St. Aoaro, our best Bag of Clothes we have found burnt, company allowed us fifty-five dollars damages. Stayed in a Railway shed. Grain Trucks were provided for us to Travel in. Rain, Thunder and Lightning kept us up most all night.

## Thursday 14th

In the morning at eleven oclock we moved out in the Trucks for Detroit Junction 350 miles, stopped at "Point Clare," at Lancaster and Cornwall. Met a body of Troops who were expecting a Fenian attack on Cornwall, stopped at Landing [Dickinson's Landing?] and Aultsville, Williamsburg, Matilda. Traveling all night. Saw soldiers several places on the Route.

## Friday 15th

Stopped at Nappanhe, Harmonville and Belleville, fine morn. An English shilling here passes for fifteen pence Canadian. An American Dollar Green Back 66 cents.<sup>21</sup> Those of us who changed our Gold at New York Did so at a great disadvantage as we found when we tendered our Greenback for provisions, in some cases they were considered Worthless. Stopped at Brighton, Coburg, passed alongside Lake Ontario and Stopped at Port Hope, a Beautiful Town on The Lake Ontario at Newcastle, arriving at the City of Toronto at 7 P. M, 333 Miles from Montreal. Left Toronto in the Evening and traveled to Sarnia, a distance of 186 miles.

## Saturday 16th

Fine Morning, ribs Tender Through sleeping on the Hard boards of a jolting Car. Train *parted yesterday*, Bro Boulden was left behind about one Mile, stopped at Hamburgh, at St Marys. Bought Qt Milk for 10 cents. Arrived at Sarnia, a Town on Lake Huron, The Terminus

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19. About fifteen miles south of the Canadian border and east of Lake Champlain.

20. The Fenians, or Irish Revolutionary Brother-Republics, planned to seize Canada in order to coerce Britain into granting Irish freedom. They were active along the border from 1866 to 1870.

21. The greenback sold for 46c gold in New York in January, 1865, and in December for 68c.



of the Grand Trunk Railway of Canada, at 1/4 to 4 P M, 186 Miles from Toronto, crossed The River St Clare in a steam Boat, stayed all night in the Depot, a dirty lousy place with about 1000 Germans, a set of filthy people. Took supper at an Hotel in Port Huron, Paid 50 cents Each. A German Bros Child, who was born on the Ship Caroline, Died in the Night, Port Huron in State Michigan.

#### Sunday June 17th

Morning Fishing in the River St Clare, since leaving London We shifted luggage at following place

1st at New York into a steamer

2nd into steamer at Peck Slip

3rd into Cars at Newhaven

4th onto Cars at Montreal

5th into Cars at Port Huron

6th into Cars at Chicargo

7 into Cars at Quincey

Wet afternoon, stopped all Night at Michigan Connection or Detroit Junction. Wet and stormy Night, slept in a first class Car.

#### Monday 18th

Wet Morning, left the Train to find a place to buy Milk, 20 cents for loaf, Butter 36c lb, a Lady treated me very kindly, left Detroit Junction at 12 A M, stopped at Munro [Monroe] junction, at Dexter, State Michigan, at Chelsea @ Jackson, traveling all Night.

\* \* \*

#### London to G. S. L. City

##### Distance Table

London to New York	3500 miles
New York to New Haven	73
New haven to Montreal	400
Montreal to Toronto	333
Toronto to Sarnia	186
Crossed River to Port Huron	
Port Huron to Michigan Con	59
Conection [Detroit] Junction to Chicargo	222
Chicargo to Quincy	216
Quincy to St. Joseph	206
St. Joseph to Wyoming	170
Wyoming to G S L City	1100
Approximate Distance	6465



## Tuesday 19th

This morning at 6 oc A M a terrible accident brought us up suddenly, 1 Carriage 4 Wheels off, 1 ["Carriage"] Top knocked off, one side and end Broken in, 1 [carriage] Thrown across the Rail, 1 Thrown completely over on its side, we were obliged to batter in the end to get the people out, 3 Carriages off metal [the tracks] not turned over. It seems miraculous how such a castastrophe could occur and no one be seriously injured as the cars were all full of passengers. A Bro and Sister White from Paddington rece<sup>d</sup> injuries, also a little boy of Sis Guivers, tis a distressing sight. Campt and cooked on the Railway, track cleared and we were started again at 1/2 past 12, a Lady gave me potatoes and Pork, all Persons who saw this disaster say it is a miracle<sup>22</sup> how we escaped with our lives, brought children back to station, got humbugged with our luggage. Wife and children sitting on a Bank in the Broiling Sun. 4 Cars completely mashed. Occurred at Buchanan 189 miles from Detroit, 25 to 2, Couplin broke. Stopped at Michigan City on the shore of Michigan Lake. Passing over a flat country swarming with gnats. Passed Illinois Central Junction about 20 to 8, arrived in Chicargo about 9 P M. Slept on the floor of a shed. Weather very hot. Chicargo is situate on the shore of Lake Michigan and is in the State of Illinois.

## Wednesday 20th

Noon still at Chicargo, help to shift Luggage from the Cars. Left Chicargo about 5 P M after waiting 20 Hours for the Cars. Train stopped at Lyons, Illinois. Bro Hill angry in consequence of some Brethren refusing to leave seats to make room for the Sisters, passed through a fine level country. Traveled all night. Weather very hot, polly very sick.

## Thursday 21st

Train stopped at Kenewa [Kewanee?], Illinois—Wataga—arrived at Quincey [Quincy] at 3.30, Stopped to get refreshment, shift Luggage—several men were loud in their Declamations against the Mormons, Brigham in Particular. Some were against such expression and wished us as a people our Rights. Went on Board Steamboat on the Mississippi at 5 past 5 P M, all well, weather very hot indeed. Quincey [Quincy] is a Town on the Mississippi River and in the state of Illinois, left West Quincy [Missouri] at 1/4 to 7, assisted to shift Luggage from the Steamboat to the Cars on Hannibal and St Joe's Rail Road. A Heavy storm, Thunder, Lightning & rain This Morning, saw Fire flies Traveling on Cars all Night.

22. "The railroad employees said, 'It is a d—— Mormon miracle.'" William Driver in Orson F. Whitney, *History of Utah*, iv, 301.

## Friday 22nd

Heavy Thunder Storm while stopping at Cameron, Missouri. Stopped at Kippen. Fearful rocking Traveling, cars rocked very much, passed large tracts of good land unoccupied. Bought 2 Quarts Milk 10 cents. Family pretty well. Rain pouring in Torrents 11-5 A M, reached St Joseph, Mo at 3.30 P M. Lodged in a Shed at St Josephs.

## Saturday 23rd

All Day at St Josephs, some of the people here are very bitter against the Mormons.

## Sunday 24th

Left St Joe's per "Steam Boat St Joseph" at 6 A M. Family all pretty well, weather very hot, on board all Night.

## Monday 25th

On board steamboat stoped at Burlington, Nebraska Ty, Rock point Landing, Mo, to discharge stores. Weather very hot all night on Board.

## Tuesday 26th

Arrived at Wyoming<sup>23</sup> [Nebraska Territory] at 6 oc A M, Got the Luggage unto the Camping Ground, Built the Tent, aired clothes, attended Public Prayers, Bought 1 Pound Bacon 25s, 10 Flour 5c, 2 oz Tea, 1 lb Sugar, undressed first time for 13 Days.

## Wednesday 27th

Still in camp, met Jim Kemp, attended a camp meeting, Bro T Taylor urged upon the Saints to give up their Money to buy provisions for the Poor as he was very short of Cash.

## Thursday 28th

In Camp all Day, Sister Ellen Pankhurst loaned us 50 cents, afterwards Charlotte gave her a bodice in Liquidation.

## Friday 29th

Still in Camp, the Weather since we landed has been very clear and beautiful but very hot, received 20 Dolls, 3 Dolls on Store, 32 Dolls toward liquidating expenses on over weight of Luggage and expense of Transit across the plains From Bro T Taylor, being 55 Dolls<sup>24</sup> for

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23. The towns of Wyoming and Nebraska City are situated on the west bank of the Missouri river, about forty and fifty miles respectively south of Omaha. They were points of departure for wagon trains following the Mormon Trail along the north bank of the North Platte river.

24. I interpret this statement to mean that he received \$20 in cash, \$3 credit at the commissary, and that Brother Taylor retained \$32 in part payment of Mr. Driver's travel expense.

Damage to goods by fire on the Railroad at St Albans. Paid for Tea per lb 2 Dols [and] 25s, flour 5c, Sugar 20, Bacon 25c.

Saturday, Sunday, and Monday in Camp at Wyoming—Tuesday, Wednesday, and Thursday at Work for Mr. Gregg, Nebraska [City?]. Friday at Wyoming, Saturday went to visit Jim Kemp, Nebraska City, Walked back. Sunday in Camp.

Monday 9th

At Wyoming Bro Bullock promised to get me off by the first Ox Train.

Tuesday 10th

Captain Whites Mule train started from Camp.

Wednesday 11th

Captain Chipmans Ox Train left the Camp, up to 15 [wagon trains?] in Camp preparing to start across the Plains. Bro Bullock very kind.

Monday 16th

Left the Camping Ground and moved out 1/2 Mile. Train consists of 64 Teams, Captains Holliday & Patterson, Chaplin [Chaplain] E T Stocking, Clerk John Shepherd.

Tuesday 17th in Camp

Wednesday 18th

Traveled about 5 Miles, Bros. Bullock and Gillet came on and Organized the Camp.

Thursday 19th

Traveled 3 Miles.

Friday 20th

Traveled a short Distance.

Saturday 21st

Made 2 journies. Captain paid 50 Dollars Damages for Cattle getting in persons fields, spoke very severe to Teamsters.

Sunday 22nd

Traveled 6 miles, Camped, Baptised Sister Rosomonce [Rosa-mond?] Thorp 7 times, died in Night.

Monday 23rd

Sister Thorp burried 30 miles from Nebraska City. Traveled some Distance. Heavy Thunderstorm, no wood, Heat 114 Degres.

## Tuesday 24th

Traveled 8 Miles. Celebrated entrance of Pioneers into valley.<sup>25</sup>  
Ox Train passed us—Dancing afternoon in the Corral.

## Wednesday 25th

Traveled 13 miles. Sister Merthelma Klosner Died and was  
Buried. Passed Salina City. Heat 108 Degrees.

## Thursday 26th

Traveled about 16 miles, camped on "Walnut Creek" and on  
"Salt Creek." Heat 116 Degrees.

## Friday 27th

Traveled 16 miles, 2 journies. Heat 121 D. Tin smashed.<sup>26</sup>  
Camped at "Beaver Creek."

## Saturday 28th

Wednesday night camped on salt Creek and Thursday on the  
"Big Blue," went 6 miles and camped—Saturday A Heavy Thunder  
Storm, got very wet, Great scarcity of wood. Heat 112.

## Sunday 29th

Fine Morning—camped at "Lone Tree" Rancho, 107 Miles from  
Nebraska City. Heat 120 Deg.

## Monday 30th

Traveled about 10 Miles—A Man refused Water to our people,  
got from Capt Holladay 21 lb Flour, 3 Bacon, camped at Little Blue  
creek, afternoon Traveled, camped at Dark. Distance 20 Miles. Tempest  
at Night. Bad Water, no Wood.

## Tuesday 31st

Very Windy, Camped at Noon, No wood, Bad Water, one Pint of  
water produced 1/2 pint sheer Mud. 2 of Bro Bune's Oxen were acci-  
dentally shot by a Brother Oliver from St Louis, Mo. Camped on  
"Platte River."<sup>27</sup>

## Wednesday Aug 1st

Fine morning, camped at 1/2 past 10 A M. Had from Captain  
1 1/2 pint Molassas, 1/2 packet Salaratus,<sup>28</sup> 1/2 lb salt, 1/2 Soap—Saw

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25. July 24, 1847.

26. This passage is legible, but the meaning is obscure.

27. They met the California Trail from Independence, Missouri, at about this point.

28. The Salaratus weed: "the common glasswort; literally, aerated salt, potassium bicarbonate or sodium bicarbonate." It was used by the pioneers in making bread.



the Praire on Fire and also 3 Tons of Hay, went about 10 miles, campd at Dark—Through the whole distance from Wyoming every day we have seen several carcasses of Dead Oxen. Captain Holladay gave the company some good advice relative to the manner they should conduct themselves towards the inhabitants of this Country, cited instances were [where] passing Emigrants had been imposed upon and abused, cautioned the folks against taking anything that do not belong to them, not even a stick of wood.

Thursday Aug 2nd

Fine Morning, Campd at Noon, met several Teams with people returning from the Valley who gave us a bad account of the state of affairs. Water Sulphurous, a camp of 600 Indian left here a few days ago. Traveled 20 Miles.

Friday 3rd

Fine morning, passed Fort Kearney, campd at Kearney, Traveled again and Campd at "Dark." Felt rather sick.

Saturday 4th

Fine morning, myself very sick, unable to walk, traveled all day, Campd at Dark.

Sunday 5th

Windy morning, myself very Sick. Bro Klosner was burried, aged 28 "A Dutchman." Bro W Bates Waggon ran over his Daughter Lizzy. Past the Graves of sister Garner aged 14, Captain Chipmans Train, Burried July 25th, made one journey, Campd on the "Platte River," saw the Praire on Fire.

Monday 6th

A Large Rattle snake came direct to our waggon and was killed, myself very sicke—made 2 journies, campd at Dark.

Tuesday 7th

Very sick all day, unable to walk. Traveled about 22 miles. Campd before sunset, very cold through the night.

Wednesday 8th

Fine Morning. Very cold, still very sick, campd at Noon, family well, come 13 miles. Bro W Bates boy William ran over by his Waggon, over both legs, started about 6 oc P M, got benighted, Train became disorganized, none seemed to know where we were going. Captain Holladay thrown from his horse, a Bro from St Louis broke the Tongue off his Waggon, Bro Jacobs Cattle Broke loose and left him one yoke to haul his waggon. Sister Grace Jacobs died, aged 42, no Wood.

## Thursday 9th

Sister Jacobs burried near The Graves of A Man, Woman, and child who were murdered by Indians, and we saw the Ruins of their House which they Burnt, myself a little recovered. Past Cottonwood Military Station,<sup>29</sup> very sandy ground, Wind very Boisterous, campd at dark.

## Friday 10th

very sick, passed a Lodge of Soux Indians, no wood, Famly Well, made 2 journys.

## Saturday 11th

Fine Morning, myself Better in Health, past 3 Graves, one of a Mr Cooper, past over a very rough road, Camped at Dark.

## Sunday 12th

Myself Better, fine morning, a large snake killed, made 2 Journies, camped near the Platte River, No Wood.

## Monday 13th

Fine Morning, feel very faint, started at 5 A M, made two long Journies, rode with Bro W Bates.

## Tuesday 14th

Fine Morning, journeyed to Old California Crossing,<sup>30</sup> Tea here is 3 Dollars per lb—afternoon crossing the South Fork of Platte River, One of Bro Bunes Waggon Turned over in the River wett'g his goods and throwing 5 of his family into the Water, our Waggon crossed the River in 25 m [minutes?]<sup>30a</sup>—camped on North side, Sold 3 pairs of Woolen Socks for 4 Dollars, we have sold also a Shawl for 8 Dollars—

## Wednesday 15th

Fine Morning, Staid all Day in camp to dry cloths etc Wetted while crossing the River, Held a Meeting in the afternoon, Capt Hollidays Instructions from Bishop Hunter etc read to the Camp, Waggon all to be Loaded with sufficient freight, Any passenger Dieing not having any relations Effects to be taken to F E Office<sup>30a</sup> in case such persons are indebted to P E F Company, instructed Teamsters to be kind to passengers And to be careful with Firearms, not to be put into Waggon capped. Captain Patterson and Chaplin stocking spoke, Capt Holliday Dismissed [the meeting].

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29. This was probably Fort McPherson.

30. On the South Platte river, near Big Spring, Nebraska.

30a. The Mormon Church established the Perpetual Emigrating Fund in the fall of 1849.

## Thursday 16th

Fine Morning, Wedding Day, camp moved out for Ash Hollow 17 Miles Distant, no Water the Whole distance, first 10 Miles continual rise in the Ground Which is Barren and Parchd, Great many sun-flowers and Prickley Pears, last 7 miles very rough and Rocky, the whole country seemed to have been Terribly convulsed at some time, Hills and Vales jagged rocks and fearful precipices made up the country for 7 miles, one Waggon Thrown over which [while] decending very steep Hill, Camped at Ashhollow, Human bones found.

## Friday 17th

Left Ashhollow at 6-40 A M, Traveled till 11 oc over a sandy Road, very hard on the Cattle, Walked all the journey, camped on the North Platt River, started 1-45 oc, camped at 7, Traveled over sand hills, Grass good, part of the way very Luxurant, no wood.

## Saturday 18th

Fine Morning, a large Train passed us going East, Train started at 7-35, camped at 12, Good feed, better Roads, very hot, started at 3 P M, killed several snakes, camped at 6 P M 30 [6:30 P. M.], Crossed sand hills afterwards good Roads and Feed for Cattle.

## Sunday 19th

Fine Morning, Camp moved at 7-45, saw the first Trees for a long distance, killed a rattle snake, started again at 2.30, Roads very sandy all these Journies, Country generaly very Parched, crossed a stream, Camped near a grave, some Wild animal had made a large hole into it, Sister Elizth Oliver for [from] St Louis, Mo, died age 17, we have had 5 Deaths on the Right Wing on Camp.

## Monday 20th

Fine Morning, burried Elizth Oliver—very hot—started at 9-30, sandy Roads—started at 4 P M, got first view of chimney Rock, camped on very sandy Ground, No wood, slight shower.

## Tuesday 21st

Fine Morning, started at 7-15, crossed a stream,<sup>31</sup> passed court house Rock standing out on the plains resembling in the distance a ruined Ampheatre, started at 4 P M, Pretty good Traveling, camped about 4 miles from Chimney Rocky.

## Wednesday 22nd

Fine Morning, Train Moved at 7-30, Went to Chimney Rock, accended to the chimney, cut my Name near its base, killed a very

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31. Probably the Pumpkin (or Pumpkinseed) Creek.



large snake, went about 10 miles, heard the Report that Chipmans Train<sup>32</sup> had been attacked by Indians, 90 head of Cattle stolen and several killed. Traveld about 18 miles.

Thursday 23

Fine Morning, Train started at 7-15, Passed Scotts bluffs, a rough rugged Rocky Road, Passed Fort Michel, went P M about 8 miles, roads pretty good.

Friday 24th

Fine Morning, Crossed a running stream, saw Indians, Traveled about 20 Miles over good Road and crossed several small hills, Camped near the River.

Saturday 25th

Fine Morning, Started at 7.30, Traveled over very bad sand hills about 10 Miles, started at 3 P M, caught 10 fish today, Traveled over a very high hill and Camped 8 miles from Fort Larimae [Laramie], saw Indians. Family Well. Bro Lambs baby Lilly Died aged 9 months.

Sunday 26th

Traveled over a very high and Lengthy Sand hill, arrived at Fort Laramie Where our Arms were inspected by the Marshal who informed us That all the Indians on the Road were Hostile, That Chipmans Train had been attacked and had lost 150 head of Cattle and he could not say how many Women and Children had been massacred, cautioned us not to be off our Guard one Minute. Traveled about 12 miles. Burried Bro Lambs infant. Started at 6 oc P M, Traveled over a rough Road Through a Rain storm, my Wife very much frightened coming down a precipice in the Dark, campt at 9 oc P M, very Wet Night.

Monday 27th

Fine Morning, Traveled 2 1/2 hours and Camped. Afternoon Drive across the Black Hills [Laramie Mountains], left the Platte River the Whole Distance, 2 Oxen died, sighted Laramie Peak, Camped in a Hollow near a stream, Plenty of good Water, name of Place "Bitter [Cottonwood] Creek," 26 Men were put on Night Guard in consequence of Indians, sister Inghams child born.

Tuesday 28th

Fine Morning, Train started at 8 A. M. Traveled 10 miles over the Black Hills, Roads very Rocky, camped at 12-30, plenty of Wood and Water, started at 5 P M—Passed the Twin springs, camped at Dusk, near a Striam, plenty of Wood, Hops and Cherries, in the Night the Wolves were Howling.

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32. The plains Indians were on the warpath in the summer of 1866.

## Wednesday 29th

Train started at 8 A M, Traveled over a rough and Hilly road, camped at 1-40, 2 Oxen Died, started at 4 P M, Went over a steep Hill, Traveled till 10 oc P M, camped at "Little Labonte" [La Bonte], on the 19 Chipman lost 90 Bullocks, 5 Cows, 3 Horses, Taken by Indians, he had 8 Deaths in his Comp'y.

## Thursday 30th

Fine Morning, Train started at 9 A M, made a long drive, camped at 3 P M, started again at 1/2 past 4, Traveled in the morning over a Hilly Road, camped at 7.30 at Box Elder Creek, heavy rain in Night, afternoon Pretty good Road.

## Friday 31st

Showery Morning, Train started at 9 A M, past near 4 Graves of Persons killed by Indians also Elder John Macdonalds grave, Train started about 5 P-M, crossed 3 streams of Water, Camp't at Dusk—short of Wood.

## Saturday Sep 1st

Fine Morning, very cold—crossed Deer Creek when [where] the station had been destroyed by Indians, several thousand Dollars damage, made 2 journies, camp't on a small creek, Bro Young lost his Watch.

## Sunday 2nd

Fine Morning, Sharp frost, Traveled 3 1/2 Hours, part of the Way rather Hilly, camp't on the [Platte?], Train started at 4 P M, crossed the Platte Bridge, camped on the North Side, Tea 4 Dollars per lb.

## Monday 3rd

Fine Morning, first 6 miles from Platte Bridge very Hilly ending for some distance in a valley—skirting the Platte—Traveled 12 Miles and camp't on the Platte for the last time near "Red Bute," the place [where] Bro G Simms was Drowned, very cold and Windy.

## Tuesday 4th

Fine Morning, No Breakfast, walked about 18 miles, train started at 6.30, crossed a stream, camp't at 1 oc near Willow Springs, Pretty good Road—afternoon went about 7 miles across a very high Hill, camped at Dark at "Fish Creek," 1 Waggon broke down, Sage Brush for fuel.

## Wednesday 5th

Fine Morning, Crossed 2 streams, Traveled till 1.30 P M over a sandy Road part of the Way, camped on a small but beautiful stream, sage brush for fuel, Train started at 4 P M, started for the salaratus

beds, went a long distance across the Prairies, went out of our Way, lost my Cane—went a long distance Back—got some distance behind the train—got several lbs of salaritus, camped on the "Sweet Water River, Sage Brush—no Wood—cold Night.

#### Thursday 6th

Fine Morning, Went with my Wife across Independence rock, a large Grunate Rock rising to a great height from the plain near the Banks of Sweet Water. Forded the River near the West side of the Rock, went on over a pretty good road somewhat hilly and camped on a fine platt near the Devils Gate—Traveled in the afternoon about 10 miles over a good Road and camped near the Sweetwater, sage brush for fuel.

#### Friday 7th

Fine Morning, sharp Frost, Traveled till noon, Road Sandy, Crossed a stream, afternoon started at 2 oc P M, very Windy, sand blowing fearfully, campt before Sundown on a Good Grass Platt near Sweetwater, Plenty of Chips for Fuel.

#### Saturday 8th

Cold and Rainy morning, Traveled 8 miles and Campt, at 3 Crossing of the sweetwater, saw snow on the Mountains, Crossed the sweetwater 4 times, Started at 2 P M over a Good Road between the Rocky Mountains, campt on the Sweet Water, plenty of Chips, very cold Night.

#### Sunday 9th

Fine Morning, Train started at 7 A M, commencement of Journey very sandy, went 15 miles and campt at the Stream from the Mountain springs, started at 4 P M, went about 3 miles and camped at Mountain Springs, on camp Guard—very cold Night.

#### Monday 10th

Fine Morning, very cold, stopped at Sage Creek to Water Cattle, come 5 miles of very Hilly Road, went 7 miles farther and nooned at "Antelope Springs," afternoon Went 6 miles and campt at "Barlows Springs," Road very Rocky and Hilly nearly all the Way—losing cattle nearly every day.

#### Tuesday 11th

Fine Morning—very cold—came 7 miles and Campt on the "Sweetwater River," afternoon started at 2 P M, came 9 miles and campt on Hoe Creek, Roads most of the Way very Hilly and Rocky, sharp frosty night.



## Wednesday 12

Fine Morning, Camp moved at 7 A M, came 12 miles over a splendid Road most all the Way—came over the South Pass—did not know it untill we had passed it, camped at "Pacific Springs," snow on the Mountains—started at 4 P M, came about 11 miles and camped on "Dry Sandy Creek"<sup>33</sup> at 9 P M, bad place for fuel.

## Thursday 13th

Fine Morning, camp started at 8 A M, came along a good road most all the Way, nooned on the Little Sandy Creek, plenty good Water, little feed, afternoon camp moved at 4 P M, Camped this morning at 1.30—splendid day, crossed Little Sandy, Traveled 10 miles and camped at 8 oc P M on the "Big Sandy," Good feed for Cattle, Plenty of Water, But no Wood.

## Friday 14th Sept

Started at 8 A M, Traveled 4 1/2 Hours, noon on "Big Sandy," afternoon went over very Hilly Rd, very stormy, Thunder and lightning, Camp at Dark 3 time on the Big Sandy.

## Saturday 15th

Fine Morning, pretty good Road, came 10 miles, Forded "Green Rr [River] and campt on the West Bank, good Ground, feed and Water, caught 4 Fish.

## Sunday 16th

Dull Morning, Traveled about 13 miles over rather a rough Road, no grass. Dry camp at noon, afternoon Hills and Vales all the Way, soil sandy, gravelly, sage Brush, Camp on "Hams Fork," Traveled 26 miles without water for Cattle.

## Monday 17th

Fine Morning—crossed at Hams Fork," Good camping Ground, came 13 Miles and nooned on the "Black Fork or [of the] Muddy River," very good Road nearly the Whole Distance, Country very barren, no Grass, sand, clay and sage wild abound generally. P M Train moved out at 5 P M, supply of Bacon Gone, about 120 miles from Salt Lake City. Train started at 5 P M and went 7 miles over a good Road, Forded the Muddy, Water muddy, short of good Brush, met 3 Wagons sent to help Pilgrims with Flour.

## Tuesday 18th

Very fine Morning—Nelly not very Well, Traveled 3 1/2 over a pretty good Road, some few Hollows, Country very Barron, The Hills

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33. The immigrants now left the California or Oregon Trail and continued in a southwestward direction toward Salt Lake City.

especially. Camped 1/2 mile from Big Muddy, sagebrush for fuel, afternoon rolled out at 1-45 P M, very Windy, Dust blowing making our Traveling very disagreeable. Train started at 1-45, Traveled over some rocky Road, camped at Dusk, scarcity of Water, plenty of sage Brush. Sister Oliver from St Louis, Mo, died, went and administered to Si Wheeler, little rain in the Night. Children very restless.

#### Wednesday 19th

Fine Morning, very cold, Nelly very poorly, rolled out 15 to 6 A M, Traveled 10 miles, Forded the Muddy, some difficulty in getting Teams across—very cold, storm of Rain, Sleet, and Snow, hurt my eye with a piece of Wood, nooned near Telegraph Station, rolled out at 2 P M, in the morning passed across Hundreds of acres of splendid Lands. The Hills covered with Cedars. Buried Cis Oliver. Traveled through a lovely Vale surrounded by Lofty Mountains—came 10 miles, 6 or 7 of them across “Quaking Asp Ridge,” several cattle broken down. The Camping place in a deep Hollow near the Mail Station, a Good spring of Water and plenty of sage Brush, Teamsters rations “Flour and Coffee,” sharp Frosty Night. A Child ran over.

#### Thursday 20th

Splendid bright Morning, camp rolled out at 8-30 A M, went 2 miles up a Mountain, Came down for some miles, a steep decent through valleys surrounded by lofty Mountains. Paid Toll at a small siding, passed the Toll Bridge at Bear River and camped 1/2 mile West. John Oghlen, Teamster, ran over, Camped at 2 P M 79 miles from S L City. Family Well, in good spirits, plenty of Timber and Good feed for Cattle, Traded some Rice and Sugar for some Potatoes, the first we have had for some Weeks. Bro Wm Bates lost a Cow, asked the Captain for a Horse to go back for her, He said he could not spare one, rolled out at 4.30, went about 7 miles and camped near plenty of Grass for Cattle and Water, very short of Wood. Frosty Night, met 3 Wagons from S L to help pilgrims.

#### Friday 21st

Splendid bright Morning, Train rolled out at 8 A M. Passed along a level Road a mile or so past Threadneedle Rocks, a composition apparently of mortar and Pebbles, passed a mail station and a Ranch over a High Mountain. Descended suddenly into a Canyon, the Dust blowing fearfully, and Camp at 1 oc at Cache Cave. Good feed and Water, But no Wood, a stream runs by the Roadside some Distance, very good Water. Captain Killed a Heifer and sold the meat 12 1/2 Cents per lb. Train rolled out at 4 P M, past some lovely Vallies—but a scarcity of Wood—Dust blew fearfully this afternoon; one

Waggon Capsised crossing a Bridge, some bad places to cross. Camped some distance in "Echo Canyon," a Man from the Valley selling vegetables & Apples were 40 c Dozen, Potatoes 2 1/2 Do [dollars] Bushel, Butter 60c lb, Cabbage 40c each. Frosty towards morning.

#### Saturday 22nd

Beautiful Morning, children Bad colds. Camp rolled out at 8 oc. We have now—Beef, Butter, Potatoes, Apples, Onions, Flour, Bread and Molasses—so we cant complain, came along the Canyon, crossed several small bridges, on the sides of Mountains some very critical places, one Waggon had a very narrow escape of being hurled down the Embankment. Camp at 1 oc in the Canyon, Plenty of Water and Wood. Camp rolled out at 3 P M, met several parties out to meet friends—Passed on through Echo Canyon and Camp at 9 P M about 3 miles south of the Mouth of Echo Canyon. A Bro Gave us Potatoes, had about 5 lb of Beef given us, a splendid Night, On Camp Guard.

#### Sunday 23rd Sep

Fine Morning, Camp rolled out at 8-30 and Camped on Silver Creek in Weber Valley, passed thro Coalville settlement, quite a nice place, several good Log and Rock Houses, also a very Good Meeting House erected in 1865, the folks looked very clean and respectable, some at work getting in grain. Bishop Lather Wilde served out Potatoes to the People. A slight storm of Hail, several of the settlers came into Camp P M, Camp rolled out at 3 P M, went Through Silver Creek Settlement 7 Years Settled, along Silver C. Canyon 8 miles in Length. The Road is a Dugway on the Mountain side, some places rising 60 feet above the Bed of the Canyon, a good [mill?] stream runs through the entire Distance. Lofty Mountains on Both sides. Camp at Parleys Park about 8 30 P M, sharp Frosty Night.

#### Monday 24th

Splendid Morning, camp rolled out at 8-30 A M, 25 miles from the City. Passed W Kimballs Hotel over a Hilly Road over the Big Mountain 8 miles and camped at 4 P M in a Hollow surrounded by Mountains, a Creek runs Thro it, very Hard Journey on the Cattle. Night very cold, sharp Frost, 12 miles from the City. Bro Adams Died of Mountain Fever making 8 Deaths in our Train since leaving Wyoming, met many Teams going to the Canyons.

#### Tuesday 25th

Beautiful bright Morning. Family all Well, left Hardy Station Mountain Dell, came Through Parleys Canyon, hedged in on either side by lofty mountains, a clear stream of Water runs Through the Centre



of Kanyon. Met Several folk we were acquainted with in England, Bro John Thompson, Foulgers, Earle etc who treated us to Beer, Fruit Pie etc, we were pleased to behold the City after a long and perilous journey of Seven thousand Miles across Ocean, Through the States, over the plains, across Rivers and lofty Mountains, we looking like Walking lumps of Dust, Our Train passed through the City to the Presidents Yard were [where] we signed an obligation to pay \$180 Dollars for Transit across The plains from Wyoming, we paid 28 pounds from London to Wyoming for Sea and Rail fare. My Wifes Cousin Eliza Wilds hired a Waggon and had our Luggage conveyed to her House in the ninth Ward, G S L City, Thankful to get a rest!!!