

William Joseph Taylor born 7 July 1832  
History of William Joseph Taylor  
By his granddaughter,  
Mary Taylor Dahlquist

William Joseph Taylor, son of William Taylor and Winifred Hewett of Trowbridge, England, was born July 7, 1832 at Trowbridge, England just two years after the organization of the Church.

In his early years he heard the gospel, the principles of which readily appealed to him and immediately he applied for baptism. Shortly after this he was sent on a mission to Ireland.

On January 30, 1853 he was married to Mary Bowring, daughter of Joseph Bowring and Jane Cooke Bowring of Mancus, near Weymouth Dorsetshire, England.

The spirit of gathering soon came over the young couple and they set sail February 5th on the ship Jersey for the valleys of the mountains. From St. Louis they came by team across the plains arriving in Salt Lake City on the 27th day of September, 1853, being eight months on the way from their home in England.

A most interesting manuscript has recently been located in church Archives by Ruby T. Olson, relating to the voyage from England to New Orleans of a company of 314 Saints on board the sailing vessel Jersey. Among the immigrants were William Joseph Taylor, age 21, a wool spinner, Mary Bowring Taylor, his wife, age 21, George Halliday, a minister, age 29, Sarah Halliday, his wife age 29, and their two children Joseph age 2 and Varnce, age nine months. This article was published in the "Millennial Star" on February 5, 1853, and reprinted in the "Contributor." It was written by Frederick Purcy, an artist, who accompanied the party and who made beautiful sketches all along the voyage and these were made use of as illustrations in the publication of James Linforth's book "Route from Liverpool to the Valley of the Great Salt Lake."

The account gives a vivid picture of the voyage of the sailing vessel "Jersey" and the account tells of the feelings of the Saints upon leaving their homeland, their varied and amusing experiences on board ship, the organization which was affected to maintain harmony and good health on the journey; their arrival at the bar at the mouth of the Mississippi River; being towed one hundred miles to New Orleans, which required four days time.

Elder John Brown met them acting for the Church, and he chartered a steam boat for their trip up the river to St. Louis, Missouri and Keckuk, Iowa. The group was in charge of Elder George Halliday who had fulfilled a mission to England.

This is an exceedingly interesting and well written article and is considered very valuable to the Taylor family who are actively engaged in tracing the pedigree of this woolen industry at the Provo Woolen Mills.

One line of his ancestry has been traced straight to the year 1600 and all other lines are being successfully pursued.

On the 4th day of January 1854, they came to Provo. The Woolen Mills were under course of construction at the time and President Brigham Young asked Brother Taylor to go down and oversee the Carding Department and help generally with the manufacture of woolens. In order to help maintain the family, Sister Taylor opened up a public school in her own home and later in that which was known as the Seminary. She also helped color, card and spin Wool for the clothing of her family.

In the year 1860 he was elected Peace Officer in Provo and in 1865-66 he enlisted his services in defense of the Saints against the Indians. In his absence his wife cared for a small farm in the Fort field.

At the close of the war in August 1867, he operated a tannery where the hides were cured for the making of shoes which of course were not first class, wet weather making them loose and flabby and dry weather causing them to become hard and dry.

His first home was built on what was called the City Field, later building one of the first adobe houses on the block west of the West square which at that time was being used as a camping ground for U.S. soldiers who were stationed here. This caused the Saint much indignation.

Seven children were born to this couple. They are: Mary Eliza Taylor born June 7, 1854, married to John Warwood Jr.

Martha Jane Taylor, born March 30, 1856, married to Walter Scott

Ellen Ann Taylor born March 3, 1858, married to John Warwood Sr.

William Joseph Taylor Jr. born November 23, 1859, married to Abby Jane Scott

Winnifred Taylor, born November 26, 1861, married to Andrew h. Scott

Walter Henry Taylor, born March 9, 1864, married to Rachel Broadhead

Lydia Taylor, born December 29, 1866 died in infancy

Lydia Jane Taylor, born September 13, 1868, married to John K. Allen

He complied with the order to plural marriage when he took his second wife, Rebecca Harris, niece of Martin Harris, one of the three Witnesses to the Book of Mormon. Two children were born of this union. They were:

Emer Harris Taylor, born January 29, 1866, Provo, Utah, married January 29, 1888 to Sylvia Critch

Rebecca Harriet Taylor, born April 10, 1868, Provo, married David Samuel Tracy December 25, 1883, at Lake Point, Utah.

He was called as a home missionary, as was also in the first organization of the 34th Quorum of Seventy.

Apparently a young man at the age of 37, he contracted brain fever and died on May 18, 1869, leaving his wife with seven children, the eldest scarcely 15 and a baby one year and 8 months. Rebecca was left with two small children to raise.

Grandmother often said the Lord truly fulfilled a promise to her that he would be a father to the fatherless. "Although we shared the poverty and privations which were then a common lot of the pioneers, still we were never hungry.

After his death she and her oldest boy, Joseph, cared for the farm and gleaned in the neighboring fields. She got employment making denim suits for the East Co-op and she also made Temple clothing, they're by being able to sustain her family. So in the midst of hardships and work, they assisted in building up Zion and making it truly an abiding place for the children of God.

From the original record of Trowbridge Branch of the South Conference of the Church of Jesus Christ of Latter-day Saints. This branch was removed into the Wiltshire Conference and organized to be a Conference by President S.W. Richards January 1, 1853. I find in the above record that Mary Bowring was received into the Branch in 1851, removed in 1852 and immigrated in 1853.

I find also William Taylor, single, born July 7, 1832, Trowbridge, Wiltshire, baptized March 17, 1849 by Samuel Francis, confirmed March 18, 1849 by William Dull, removed 1851. 17 years when baptized.

From obituary notice in Deseret Weekly News, June 2, 1869. Died in Provo City on Tuesday the 18th Wm. J. Taylor after a short illness aged 37 years. Brother Taylor was born July 7, 1832 at Trowbridge, Wiltshire, England. He was baptized March 17, 1849 at the same place and immigrated to this city in 1852. He was a member of the 34th Quorum of Seventies. By his consistent courage, he won the respect and confidence of all who knew him. He has left a large family and a numerous circle of friends to regret his early departure. (Millennial Star-Historian's Office)

I find in above record where Grandfather Taylor baptized many persons after his baptism and before his removal in 1851.

Ruby T. Olson

A most interesting manuscript has been located in the Church Historians Office relating to the voyage from England to New Orleans of a company of 314 Saints on board the sailing vessel "Jersey". Among the immigrants were William Taylor, Spinner of wool, age 21 and his wife Mary Taylor, age 21. These are our grandparents, or parents of William Joseph Jr. . . . They were married in Liverpool on January 30, 1853, having left their home in Trowbridge a few days previous and on February 5, 1853 embarked with other Saints on the long trip to Zion.

This article was published in the Millennial Star and reprinted in condensed form in the "Contributor". It was written by Fredrick Piercy, an artist, who accompanied the above Saints and his sketched beautiful illustrations, which were afterwards published in James Linforth's "Route from Liverpool to the Great Salt Lake Valley" and from his graphic description of the journey of the following is told:

"On the 5<sup>th</sup> of February, 1853, I embarked in the 'Jersey' for New Orleans on the way to Great Salt Lake Valley. After looking around 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 birth quite to my taste in the second cabin, a small house on deck fitted with single births for 8 persons. The steerage passengers, of who were there were 300, were composed of half English and the other half of Welsh, causing a confusion of tongues quite amusing, until one was 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 was necessary of its accomplishment.

We were quickly towed down the river, passed the Rock Lighthouse and the port at the mouth, and the wind being fair, the sails were soon unfurled and filled, and we stood out to sea. Soon the land grew less distinct, and it became more and more gray,

There arose above all other sounds the voices of men and women sweetly mingling in tones of heartfelt feeling in the song of--"yes, my Nativel and 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. The next day the necessary instructions were given to the immigrants relative to the regulations deemed necessary for their comfort, health and safety. The married men and women had already been placed in the center of the ship, and the portion at the two extremities the males at the bow and the females at the stern. The whole of the passengers were divide into districts of equal numbers, with President and two Counselors to each District. These

had to see that the ship was cleaned out every morning, and that all 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 fire at sea. The Presidents of District also had to see that no principle of morality was violated' to meet their Districts at 8 p.m. to pray with them and to give any general instruction thought necessary: and to daily meet in council with the Presidents of the whole company, to report the condition of their Districts, and to consult with and receive instructions from him.

The most scrupulous cleanliness was to be necessary, also frequent fumigation and sprinkling of lime, and on warm days all sick person's, 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 who was already dying when first taken on board.

The chief difficulty, which was experienced, was who was to rule the cooking galley; I do not believe that the Queen with her Privy Council, and the House 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 spoil the broth, they quarreled among themselves, and the result was that the chuckling cooks retook their honors, and were impartial and unpopular as ever. 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 exceptionable. During the whole voyage, the weather was charming.

We left winter behind us, and as we went south we were greeted by the most delicious warmth and sunshine.

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 mainland of the Island, the old Cape Francis. The green color 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 winds still continued in our favor and we very pleasantly and swiftly stretched across the Gulf of Mexico and began to look out for a 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 contaminated by the light sandy water of the Mississippi; and then, when the Pilot Boat came along side 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 (the Golconda) 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 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 light house on the west about four miles inland. Then we passed Forts Jackson, St. Philip, and St. Leon at the English turn then the battle ground where the English under the 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 between ninety to one hundred 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 we approached New Orleans, they became finer and larger. The banks on this side of the river were very low, and as far up as New Orleans they present the same general appearance. We arrived at New Orleans on the twenty-first of March, having had quite a pleasure trip of a little over six weeks duration. The number of miles traveled is seldom less than five thousand miles, although the geographical distance from Liverpool to this port is only about four thousand four hundred 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 benefits of this arrangement, as it was

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 names. This, however, was quite a failure as there was not an Irishman on board.

One fellow when told there was not a 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 on the Mormons.

The following was secured from the Church Historical Offices and deals with the company of Saints in which Grandfather and Grandmother Taylor crossed the plains from Iowa.

One of the immigrating companies which crossed the plains in 1853 was led by Elder Cyrus H. Wheelock, who wrote the following:

Little Sandy, Sept 3, 1853; 19 o'clock a.m.

Pres. Brigham Young:

Dear Sir:

The enclosed statistics are as near correct as they possibly can be under the circumstances in which they were obtained of the state of the company under my presidency. I am happy to state that the camp in general, including both people and oxen, are in a prosperous condition, considering the privation they have been compelled to submit to in crossing over many barren districts.

I trust to be in the Valley with my company in time for the October Conference. The brevity of this note is owing to the lateness of the hour in which it is written, but by the politeness of Bro. Chas. Decker, you obtain it and much more information than can be comprised within the compass of a letter.

I have the happiness to remain with great respect, your obedient, humble servant,

Cyrus H. Wheelock

I note that there are divisions under the direction of Capts.. Pixton, Kendall, and Whitworth and were called the "Ten Pound Company, the Perpetual Immigration Fund Company and the Independent Company". These three companies comprised souls, the names of Joseph Taylor and Mary Taylor are included among these, grandfather evidently took his second name when crossing the plains; he had used the first name "William" on the ocean voyage records.

Following is a list of the number of cattle and vehicles in the three divisions of this company: horses 17, mules 2, oxen 216, cow 83, cows privately owned 3, heifers 12, sheep none, wagons 52, carriages 1.

There is a gentleman traveling company with us whose name is Cyrus Kellogg and who is Captain of a company enroute to California, with a large number of horses, cattle, sheep etc, intending to winter in Salt Lake Valley and probably to locate himself there.

The number of his stock and men will be found as follows under the denomination of the California Company; horses 11, oxen 12, cows 6, cows privately owned 490, sheep 500, wagons 2.

The company under the presidency of Cyrus H. Wheelock is at present traveling in two divisions. The first division consisting of Capt. Pixton's 10 Pound Company and Capt. Whitworth's Independent Company, (together with the California Company) are under Pres. Wheelock's immediate direction. The 2nd division consisting of Capt. Kendall's 10 Pound Company and a small portion of the Independent Company, is under the direction of Capt. Kendall, assisted by Bro. Dykes as counselor to Pres. Wheelock. Bro. Dykes states that his cattle and wagon are numbered with the Danish Company.

Signed for Cyrus H. Wheelock by John Chambers, clerk.

From the Journal History of the Church Sept.1853 C.H.O.

We have now entered the great Republic of the United States of America, and ascended from ninety to one hundred miles into the interior of the state of Louisiana and our ship was moored along the side of the levee of the thriving city of New Orleans.

Here the emigrants were met by Elder John Brown, the agent appointed by the Church Authorities to receive and forward them to St. Louis. This gentleman rendered every assistant to the passengers in disembarking, etc. and acted in concert with George Halliday, who had led the company over the sea, in giving advice to the emigrants, and protecting them from depredations. The advise given to the emigrants was so well observed that as a general thing they escaped the numerous evils with which all foreigners arriving at this place are beset.

Owing to the promptness of Elder Brown, the steamboat "John Somonds" was soon engaged for the passengers. The passage for adults was two dollars and twenty-five cents, for children between fourteen and three years, half price, and those under three wen free.

In addition to the foregoing, I maybe added that six marriages were solemnized on board the "Jersey". Elder Halliday remained at New Orleans awaiting the arrival of the Saints in going up the river. At St. Louis Elder Isaac C. Haight had made arrangement with the Keckuk and St. Louis packet line to take the Saints from one boat to another free of drayage expenses, so that the emigrants were not detained in St. Louis. The "Jersey" Company did not stay there over night.

After a prosperous passage, lasting a few days only, the company landed safely in Keokuk

From the records of British Mission 1853 CHO

I have found that grandfather and grandmother crossed the plains in the Cyrus H. Wheelock Company and was in the division known as the Independent Company. Two other divisions were known as the "Ten Pound Company" and the company traveling under assistance of the "Perpetual Immigration" Fund. We are happy that they were able to finance the journey themselves. There were 396 persons including children in the company; 17 horses, 2 mules, 216 oxen, 83 cows, 12 heifers, 52 wagons and 1 carriage.

Their voyage was difficult but in general the health of both man and animals were good, considering the privations they have been compelled to submit to in crossing over many barren districts.

Their captain wrote a letter to Brigham Young, which I have copied and will incorporate into a more complete history later. They were at the Little Sandy on September 19th and were expecting to enter the valley before October conference. (The Big Sandy is about 45-50 miles east of Green River.)