

OWEN ROBERTS (1818-1898)

(WRITTEN ON 15 JULY 2012 BY MAVANEE M. MITCHELL, GREAT GREAT GRANDDAUGHTER)

THE FOLLOWING IS DOCUMENTATION FOR THIS FAMILY:

1. Film 6184, pt. 2, Gen. Soc. - Ship "William Tappscott" lists the following: Owen Roberts, 37 - Miner, Mary do, 32 - wife, Jane do, 11 - daughter, Gwennlian Martin, 57 - widow (March 19/1859.)
2. Films - Emigration - LDS Church Crossing Ocean, Emigration - LDS Crossing Plains (1847-1869), 1859 - April 11 - Sailed on ship "William Tapscott" ROBERTS, Owen and Family, Mary - Wife, Jane - Child. Crossed Atlantic on Ship "William Tapscott". Members of Capt. Robert F. Neslins Ox Train Co., which arrived in great Salt Lake Sept. 15, 1859.
3. Film - Record of Members 1877 #6336, Child Jane - Birth date, marriage date, death date (died in childbirth).
4. Temple Index Card #3538, Book D, Page 178, Roberts, Owen - Birth date, where born, Father, mother, Bapt. date and End. Date.
5. Temple Index Card #3505, Book D, Page 177, Martin, Mary - Birth date, where born, father, mother, Bapt. date and End. Date.
6. Wife Death - Film #07226 - "Shelley, Idaho Ward Records, 1895-1909".
7. Husband and wife buried in Shelley, Idaho - Shelley Cemetery Sexton Records.
8. Jane Price Roberts baptism date also shown as 15 Nov 1968 and her Sealing to Parents also shown as 16 Nov 1977 - Idaho Falls Temple.
9. Also show Owen's bapt date as 10 Mar 1979 and end date as 30 May 1979.

Film 0104521, Item 3, Bishops Transcripts 1679-1897 Diocese of Bangor, Found Owen Robers Bapt. on pg 9-10, Entry No. 72, 2 May 1819 son of John and Jane Roberts.

1880 US Census - Hooper, Weber, Utah

Owen Roberts - age 63 born abt 1817 in Wales

Married to Mary Roberts (Works on Farm)

Mary Roberts - age 52 born abt 1828 in Wales

1860 US Census - Cache, Utah Territory

Owen Roberts - age 38 born abt 1822 in Wales
Mary Roberts - age 33 born abt 1827 in Wales
Jane M. Roberts - age 12 born abt 1848 in Wales
Mortan Roberts - age 60 born abt 1800 in Wales

Wales, Births and Baptisms, 1541-1907

Father - John Roberts

Mother - Jane

Owen Roberts - Male, baptism/christening place: Llandysilio, Anglesey, Wales Film #104521

THIS IS THE LIFE AND HISTORY OF MY GREAT GREAT GRANDFATHER, OWEN ROBERTS, HIS WIFE, MARY MARTIN AND THEIR DAUGHTER, JANE PRICE ROBERTS AND THEIR JOURNEY TO AMERICA, THEN ON TO SALT LAKE AND THEN TO FRANKLIN, IDAHO (UTAH TERRITORY) AND TO THEIR FINAL RESTING PLACE IN SHELLEY, IDAHO.

IN 1840 THE LDS CHURCH SENT MISSIONARIES TO WALES AND THUS THIS STORY BEGINS. OWEN ROBERTS AND HIS FAMILY LIVED IN LLANDULAS, DENBIGHSHIRE, WALES.

OWEN WAS BORN 21 JUNE 1818 IN LLANDYSILIO, ANGLESEY, WALES AND DIED 1898 IN SHELLEY, IDAHO AND IS BURIED IN THE HILLCREST CEMETERY IN SHELLEY, IDAHO IN HIS GRANDSON THOMAS MARTIN HULL'S PLOT IN AN UNMARKED GRAVE.

MARY MARTIN ROBERTS WAS BORN 13 APRIL 1827 IN DOWLAIS, GLAMORGANSHIRE, WALES AND DIED IN 1904 IN SHELLEY, IDAHO AND IS BURIED IN THE HILLCREST CEMETERY IN SHELLEY, IDAHO IN HER GRANDSON THOMAS MARTIN HULL'S PLOT IN AN UNMARKED GRAVE.

JANE PRICE ROBERTS (HULL) WAS BORN 24 APRIL 1848 IN DOWLAIS, GLAMORGAN, WALES AND DIED 7 NOVEMBER 1883 IN HOOPER, WEBER, UTAH AND IS BURIED IN HOOPER, WEBER, UTAH.

I HAVE TAKEN INFORMATION ON THE VILLAGES OF Llanddulas and Llandysilio from Wikipedia so we can get an idea of where the villages were located and the industries available in those towns.

In 1870-72, John Marius Wilson's *Imperial Gazetteer of England and Wales* described **Llandysilio** like this:

LLANDYSILIO, a village and a parish in the district of Bangor and county of Anglesey. The village stands on the Menai strait, near Menai suspension bridge, and near Menai-Bridge and Llanfair r. stations, 3 miles SW of Beaumaris; and is a populous place, inhabited chiefly by workmen in the slate quarries of Llanberis.—The parish comprises 827 acres of land, and 90 of water; and its Post town is Bangor. Real property, £3,155. Pop. in 1851,1,243; in 1861,1,359. Houses, 304....

Llanddulas is a [village](#) in [Conwy county borough](#), [Wales](#) midway between [Old Colwyn](#) and [Abergele](#) and next to the [North Wales Expressway](#).

The village lies beneath the [limestone](#) hill of [Cefn-yr-Ogof](#) (669 ft). This hill has large [caves](#), and [quarrying](#) of limestone was formerly the main industry of the village, with crushed stone being exported from the 200 m long [jetty](#).

According to figures from the [2001 census](#), Llanddulas, combined with nearby village [Rhyd y Foel](#), had a [population](#) of 1,572, with around 23% of the population having some knowledge of the [Welsh language](#).^[1]

Llanddulas is notable as being the place where [Richard II](#) was betrayed in [1399](#).^[2] It is also the birthplace of [Lewis Valentine](#).

Dowlais is a [village](#) and [community](#) of the [county borough](#) of [Merthyr Tydfil](#), in [Wales](#). As of [2001](#), it has a population of 6646.^[1]

Dowlais is notable within Wales and Britain for its historic association with [ironworking](#); once employing, through the [Dowlais Iron Company](#), roughly 5,000 people, the works being the largest in the world.

Notable buildings

Little remains of the works that once sustained the community throughout the [Victorian era](#) until the 1930s, the two notable buildings that remain are the Engine House, now occupied by O.P. Chocolates, which took up the site in 1963, and the stable block which is now sheltered housing.

Dowlais House, which has now been demolished, was once home to [John Josiah Guest](#) and [Lady Charlotte Guest](#), and it was at Dowlais House that Lady Guest translated the [Mabinogion](#). The Guest Memorial Library (1863); commissioned by Lady Guest and designed by [Charles Barry](#), still stands.

Dowlais Ironworks



Dowlais Ironworks by George Childs (1840)

The **Dowlais Ironworks** was a major [ironworks](#) and [steelworks](#) located at [Dowlais](#) near [Merthyr Tydfil](#), in [Wales](#). Founded in the 18th century, it operated until the end of the 20th, at one time in the 19th century being the largest [steel](#) producer in the UK. Dowlais Ironworks were the first business to license the [Bessemer process](#), using it to produce steel in 1865.^[1]

Dowlais Ironworks was one of the four principal ironworks in Merthyr. The other three were [Cyfarthfa](#), [Plymouth](#), and [Penydarren Ironworks](#).

Beginnings (1759–1807)

The works was founded as a [partnership](#) on 19 September 1759. There were nine original partners including [Thomas Lewis](#) and [Isaac Wilkinson](#). The purpose of the partnership was the:^[2]

... art mystery, and business of an iron master and iron manufacturer, and for that purpose to build a certain furnace or furnaces for smelting of iron ore or mine or stone into pig iron in the parish of Merthyr Tidvil for a term of 99 years, and that with the joint stock of £4,000 which the said partners have agreed to bring in, advance and deliver in and before the first day of January AD 1760.

Lewis brought to the partnership a complex system of [leases](#) that allowed the erection of a [furnace](#) and the right to mine [iron ore](#), [coal](#) and [limestone](#) at Dowlais, Pantyrwayn and Tor-y-Fan. Wilkinson brought in his [patented](#) machine for [blowing furnaces](#). The other partners brought in [capital](#) and various other leases and [mineral rights](#).^[2]

The furnace was established on the hillside above Merthyr, not an ideal location, but all the elements for production were at hand. However, the enterprise struggled, management being too thinly spread among the partners and on 13 April 1767 [John Guest](#) was appointed manager.^[3] In 1781, Guest purchased 7 of the 16 shares in the works and a second furnace was built. In 1786, John Guest was succeeded by his son, [Thomas Guest](#), who formed the **Dowlais Iron Company**

with his son-in-law William Taitt. Guest introduced many innovations and the works prospered.^[4]

The era of John Josiah Guest (1807–1852)



 Sir Josiah John Guest

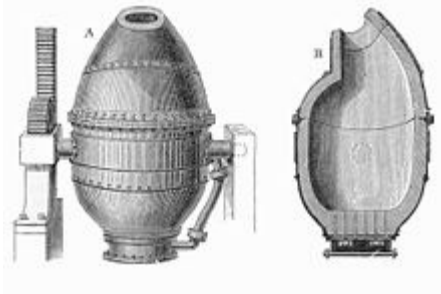
Thomas Guest died in 1807 and his son [John Josiah Guest](#) became sole manager, by 1815 owning nine of the sixteen shares. His brother [Thomas Revel Guest](#) owned one and Whyndham Lewis, the remaining six. Guest established the works in the vanguard of the [Industrial Revolution](#) and the application of [science](#) to industry,^[5] the works being honoured by a visit from [Michael Faraday](#) in 1819.^[6] Under Guest's leadership, alongside his manager John Evans, the Dowlais Ironworks gained the reputation of being "one of the World's great industrial concerns".^[7]


In 1821, the works supplied [iron](#) for the [railway tracks](#) of the [Stockton and Darlington Railway](#), the world's first passenger railway. Over the next three decades, iron was needed in ever greater quantities to build the [rapidly expanding railways](#).^[8] Dowlais had many foreign orders for railways in 1835–1836 such as the [Berlin and Leipzig Railway](#) and the [St. Petersburg-Pauloffsky Railway](#).^[9]

Sometime during 1835, Guest made the acquaintance of engineer [G. T. Clark](#). Both had been involved in the [Taff Vale Railway](#). In 1850, Clark married Ann Price Lewis (died 1885), a descendant of Thomas Lewis. Ann's brother had sold her family's last remaining interests in the firm that year, to Guest.^[7]

At its peak in 1845, the works operated 18 [blast furnaces](#), employed 7,300 people and produced 88,400 [tons](#) of iron each year.^[10]

Reconstruction—Clark and Menelaus (1852–1899)



 Bessemer converter

John Josiah Guest died in 1852, having become sole owner in 1851, and was buried at St. John's church in Dowlais. Guest named Clark, his widow [Lady Charlotte Guest](#) and Edward Divett as [executors](#) and [trustees](#). Lady Guest would be sole trustee while a widow but she remarried in 1855 and *de facto* control fell to Clark.^[7] [Henry Bruce](#), later to become [Lord Aberdare](#), replaced Divett.^[11]

The works had been, for a while, in some decline and Clark took rapid steps to improve [management controls](#), bringing in [William Menelaus](#) as [general manager](#). The pair worked closely together and Dowlais again became a centre of innovation. Though the [Bessemer process](#) was [licensed](#) in 1856, nine years of detailed planning and project management were needed before the first [steel](#) was produced. The company thrived with its new cost-effective production methods, forming alliances with the [Consett Iron Company](#) and [Krupp](#).^[7] By 1857 Clark and Menelaus had constructed the "Goat Mill", the world's most powerful [rolling mill](#).^[12]

In 1863, the Company had recovered from a business slump, but had no [cash](#) to invest for a new [blast furnace](#), despite having made a profit. To explain why there were no funds to invest, the manager made a new financial statement that was called a *comparison balance sheet*, which showed that the company was holding too much [inventory](#). This new financial statement was the genesis of [Cash Flow Statement](#) that is used today.^[13]

By the mid 1860s, Clark's reforms had born fruit in renewed [profitability](#). Clark delegated day-to-day management to Menelaus, his trusteeship terminating in 1864 when ownership passed to [Sir Ivor Guest](#). However, Clark continued to direct policy, in particular, building a new plant at the docks at [Cardiff](#) and vetoing a [joint-stock company](#). He formally retired in 1897.^[7] Ben Hooper and David Rees were two of the Loyal and committed workers at Dowlais Ironworks.

OWEN ROBERTS WAS A MINER SO IT IS PROBABLE THAT HE WORKED QUARRYING LIMESTONE IN THE VILLAGE ALONG WITH HIS FATHER AND BROTHERS AS THIS WAS THE MAIN INDUSTRY IN LLANDYSILIO AND LLANDULAS. THERE WAS A LARGE SLATE QUARRY, LLANBERIS, IN THE VILLAGE OF LLANDYSILIO BUT HE COULD ALSO HAVE WORKED IN THE DOWLAIS IRON WORKS AND MAYBE HE MET HIS WIFE, MARY WHILE THUS EMPLOYED. HE WAS A MINER SO HE COULD HAVE WORKED AT THE LIMESTONE QUARRY, THE SLATE QUARRY OR THE IRON WORKS.

I DON'T KNOW THE STORY OF THEIR CONVERSION TO THE GOSPEL OF JESUS CHRIST, BUT I AM SURE THEY HEARD THE MISSIONARIES, MAYBE EVEN DAN JONES, THE FAMOUS WELSH MISSIONARY WHO CONVERTED MANY PEOPLE. OWEN'S WIFE, MARY, WAS THE FIRST TO JOIN THE CHURCH AS RECORDS INDICATE SHE WAS BAPTIZED IN 1847 AND OWEN WAS BAPTIZED IN 1850. THERE WOULD HAVE BEEN PERSECUTION BY THEIR FRIENDS AND FAMILY. OWEN MAYBE EVEN LOST HIS JOB IN THE MINE. THEIR DAUGHTER, JANE, WAS BAPTIZED IN JULY 1856. SINCE THEY JOINED IN THE CHURCH IN 1847 AND 1850 RESPECTIVELY AND DIDN'T SET SAIL FOR AMERICA UNTIL 1859, THEY PROBABLY WERE WORKING AND SAVING MONEY TO EMIGRATE.

THUS THEIR JOURNEY BEGINS AS THEY MAKE ARRANGEMENTS TO SAIL TO AMERICA. MARY'S MOTHER, GWENLLIAN WILLIAMS HAD BEEN A WIDOW FOR ONE YEAR AS HER HUSBAND, THOMAS MARTIN, HAD DIED ON 8 JULY 1858 AND SO SHE MAKES PLANS TO GO WITH THEM. THEY WOULD SELL MOST OF THEIR POSSESSIONS IN ORDER TO FINANCE THE TRIP.

ON MONDAY THE 11TH DAY OF APRIL 1859 THE SHIP "WILLIAM TAPSCOTT", A TRIPLE-DECKED, SQUARE-RIGGED SHIP, LIFTED ANCHOR AND WAS TUGGED OUT OF THE MERSEY RIVER INTO THE OPEN SEA WITH ITS PRECIOUS CARGO OF 726 SOULS. SONGS OF JOY RESOUNDED FROM ALL PARTS OF THE SHIP AS IT WAS PULLED OUT TO SEA, BUT THESE WERE SUBSEQUENTLY SUCCEEDED BY A CHORUS OF THOSE WHO, DURING THE FIRST DAYS OF THE VOYAGE, YIELDED TO THE USUAL ATTACK OF SEASICKNESS, IN WHICH MOST OF THE PASSENGERS PARTICIPATED TO A GREATER OR LESSER EXTENT.

ELDER ROBERT F. NESLEN WAS APPOINTED PRESIDENT OF THE COMPANY, WITH HENRY H. HARRIS AND GEORGE ROWLEY AS COUNSELORS. AFTER GOING THROUGH THE PROCESS OF GOVERNMENT INSPECTION, CLEARING, ETC., PRESIDENT NESLEN, IN CONNECTION WITH HIS COUNSELORS, PROCEEDED TO ORGANIZE THE COMPANY INTO TEN WARDS, NAMELY FIVE ENGLISH AND FIVE SCANDINAVIAN, APPOINTING A PRESIDENT OVER EACH TO SEE TO THE FAITHFUL OBSERVANCE OF CLEANLINESS, GOOD ORDER, ETC. THE SCANDINAVIAN SAINTS OCCUPIED ONE SIDE OF THE VESSEL AND THE BRITISH AND SWISS THE OTHER. THE COMPANY WAS BLESSED WITH A MOST PLEASANT AND AGREEABLE VOYAGE, WHICH LASTED ONLY 31 DAYS. THE HEALTH OF THE PASSENGERS WAS EXCEPTIONALLY GOOD, WHICH WAS DEMONSTRATED BY THE FACT THAT ONLY ONE DEATH OCCURRED ON BOARD . THIS WAS COUNTERBALANCED BY TWO BIRTHS. THERE WERE ALSO 19 MARRIAGES SOLEMNIZED ON BOARD.

EVERY DAY DURING THE VOYAGE THE PEOPLE WERE CALLED TOGETHER FOR PRAYER AND EVERY MORNING AND EVENING AT EIGHT O'CLOCK. ON SUNDAYS THREE MEETINGS WERE HELD ON DECK AND FELLOWSHIP MEETINGS IN EACH WARD TWO NIGHTS A WEEK. THE MONOTONY OF THE VOYAGE WAS ALSO ENLIVENED WITH SINGING, INSTRUMENTAL MUSIC, DANCING, GAMES, ETC.,

ELDER NESLEN WRITES THAT HE FELT IT QUITE A TASK WHEN HE WAS APPOINTED TO TAKE CHARGE OF A COMPANY COMPOSED OF PEOPLE FROM SO MANY COUNTRIES, SPEAKING NINE DIFFERENT LANGUAGES AND HAVING DIFFERENT MANNERS, CUSTOMS AND PECULIARITIES AND THROWN TOGETHER UNDER SUCH CLOSE CIRCUMSTANCES, BUT THROUGH THE DILIGENCE AND FAITHFULNESS OF THE SAINTS, HE SOON FOUND THE LOAD FAR EASIER THAN HE HAD ANTICIPATED AND ON THE ARRIVAL OF THE COMPANY IN NEW YORK, IT WAS PRONOUNCED BY DOCTORS AND GOVERNMENT OFFICERS TO BE THE BEST DISCIPLINED AND MOST AGREEABLE COMPANY THAT EVER ARRIVED AT THAT PORT.

(THIRTY-THREE DAYS LATER THEY LANDED AT CASTLE GARDEN, NEW YORK). ON THURSDAY, MAY THE 12TH THEY CAST ANCHOR IN NEW YORK HARBOR AT 7 P.M. AND NEXT MORNING LANDED IN CASTLE GARDEN AT NEW YORK WHERE THEY STAYED UNTIL SATURDAY THE 14TH. IN THE

AFTERNOON OWEN AND HIS FAMILY STARTED UP THE HUDSON RIVER ON A STEAMBOAT TO ALBANY, NEW YORK WHERE THEY ARRIVED ON THE 15TH. IN THE MORNING OWEN AND FAMILY WERE TRANSFERRED TO THE RAILWAY FOR WINDSOR, CANADA WHERE THEY ARRIVED NEXT MORNING. ON TUESDAY, THE 17TH THEY LEFT ON THE RAILROAD FOR CHICAGO AND ARRIVED THERE THE NEXT MORNING WHERE THEY CHANGED CARS AGAIN FOR QUINCY AND ARRIVED THERE ON THE MORNING OF THE 19TH. A STEAMBOAT NAMED "PIKE" WAS THEN THEIR CONVEYANCE ON THE MISSISSIPPI RIVER TO HANNIBAL WHERE THEY LANDED THE SAME EVENING.

ON FRIDAY, MAY 20TH THEY STARTED ON THE RAILROAD FOR ST. JOSEPH, MISSOURI WHERE THEY ARRIVED SAFELY; FROM THENCE THEY PROCEEDED ON THEIR WAY UP THE MISSOURI RIVER ON THE STEAMBOAT "ST. MARY". HERE THEY WERE TREATED ROUGHLY BY THE CREW AND OTHERS, THEY HAD NO WHERE TO SLEEP OR SIT, BUT WERE ALMOST CONSTANTLY COMPELLED TO STAND ON THEIR FEET NIGHT AND DAY UNTIL THURSDAY, MAY 26TH UNTIL THEY LANDED ON THE BANK OF THE MISSOURI RIVER BELOW FLORENCE AT WHICH PLACE THEY LODGED FOR A WHILE SO THEY COULD FIT UP THEIR TEAMS AND BAGGAGE TO CROSS THE PLAINS TO THE 'ROCKY MOUNTAINS.'

THE WHOLE ROUTE THROUGH THE STATES WAS ONE WHICH NO FORMER COMPANY OF EMIGRATING SAINTS HAD EVER TAKEN.

BROTHER GEORGE Q. CANNON AND THOSE WHO ASSISTED HIM IN THE EMIGRATING BUSINESS WERE QUITE SUCCESSFUL IN MAKING ARRANGEMENTS FOR THEIR TRANSPORTATION BY RAIL DIRECT TO ST. JOSEPH, MISSOURI INSTEAD OF, AS FIRST CONTEMPLATED, SHIPPING THEM TO IOWA CITY.

ON THEIR ARRIVAL IN FLORENCE THE SAINTS WERE ORGANIZED INTO TEMPORARY DISTRICTS AND BRANCHES, WITH PRESIDING OFFICERS OVER EACH, WHOSE DUTY IT WAS TO LOOK AFTER THE COMFORT AND WELFARE OF THE PEOPLE WHO ENCAMPED AT THAT PLACE.

PRAYER MEETINGS WERE HELD REGULARLY TWICE A WEEK IN MOST OF THESE TEMPORARY BRANCHES.

THERE WERE 56 WAGONS AND 380 PEOPLE IN THE COMPANY. MOST WERE FROM SCANDINAVIA, BUT THERE WERE ALSO SOME SWISS AND GERMANS. SOME OF THE EMIGRANTS WERE PLACED IN GEORGE ROWLEY'S HANDCART COMPANY. OTHERS WHO HAD MEANS TO PURCHASE THEIR OWN OUTFITS AND SUPPLIES WERE ORGANIZED IN NESLEN'S COMPANY, KNOWN AS THE EUROPEAN INDEPENDENT COMPANY.

ON JUNE 6TH, A PORTION OF THE COMPANY WAS ORGANIZED INTO A 'HANDCART COMPANY' WHICH STARTED ON THE 19TH TO CROSS THE PLAINS, BY PULLING THEIR CHILDREN, BEDDING, COOKING UTENSILS AND PART OF THEIR PROVISIONS ON A TWO-WHEELED CART, WHICH LOOKED RATHER A HEAVY TASK FOR A MAN AND HIS WIFE TO UNDERTAKE ACROSS A DESERT OF 1,100 MILES.

OWEN AND HIS FAMILY WERE IN THE NESLEN COMPANY SO THEY MOST LIKELY TRAVELED IN WAGONS PULLED BY OXEN CARRYING ALL THEIR EARTHLY POSSESSIONS.

THEY ARRIVED IN SALT LAKE CITY ON THE 15TH OF SEPTEMBER 1859 AT 6 O'CLOCK P.M. AND CAMPED IN EMIGRATION SQUARE THAT FIRST NIGHT.

OWEN AND HIS FAMILY STAYED IN SALT LAKE FOR SIX MONTHS AND IN APRIL OF 1860 HEADED NORTH WITH 60 OTHER FAMILIES TO A SETTLEMENT ON THE CUB RIVER OR "MUDDY RIVER" AS IT WAS KNOWN. THEY BUILT SMALL CABINS ALONG THE CUB RIVER AND COMMENCED FARMING. THEY DREW NUMBERS TO DISTRIBUTE TOWN AND FARM LOTS.

A FORT WAS LAID OUT AND LOGS WERE BROUGHT IN TO BUILD CABINS, FACING INSIDE AND SERVING AS WALLS OF THE FORT.

OWEN AND HIS FAMILY WOULD HAVE IMMEDIATELY BUILT A CABIN, AND PLANTED CROPS. LIFE WAS HARD THAT FIRST YEAR AND HARVESTED CROPS WERE SCARCE AND THERE WAS NOT MUCH TO EAT.

OWEN COULD SPEAK ENGLISH SO HE WAS ABLE TO CONVERSE WITH OTHER SETTLERS. THEIR LONG JOURNEY WAS OVER; THEY HAD LEFT WALES IN APRIL 1859 AND NOW IT IS THE SPRING OF 1860 AND THEY ARE IN THE CUB RIVER AREA OF FRANKLIN, TERRITORY OF UTAH. THE YEARS GO BY AND THE WORK IS HARD. HE IS NO LONGER MINING, BUT HAS BECOME A FARMER/LABORER TO SUPPORT HIS FAMILY. HIS DAUGHTER, JANE, HAS MET A YOUNG MAN NAMED THOMAS HULL WHO LIVED JUST A FEW CABINS AWAY.

THOMAS AND JANE ARE MARRIED ON 2 APRIL 2, 1864 IN FRANKLIN, UTAH TERRITORY AND ON 20 DECEMBER 1867 IN THE SALT LAKE ENDOWMENT HOUSE. THOMAS AND JANE HAVE EIGHT CHILDREN AND SHE DIES IN 1883, A YEAR AFTER HER LAST SON, OWEN MARTIN, IS BORN. IN 1900, OWEN MARTIN HULL IS LIVING IN SHELLEY, IDAHO WITH HIS BROTHER THOMAS MARTIN HULL AND HIS GRANDMOTHER, MARY MARTIN ROBERTS.

OWEN ROBERTS LIVES TO BE 80 YEARS OLD AND HIS WIFE, MARY IS 77 WHEN SHE PASSES AWAY.

IF YOU VISIT THE TOWN OF FRANKLIN, IDAHO TODAY YOU WILL FIND A NICE, FRIENDLY COMMUNITY WITH LOTS OF TREES AND RANCHES AND FARMS. IN THE HISTORIC RELIC HALL BUILT IN 1937 YOU WILL FIND MANY OF THE RELICS BROUGHT TO FRANKLIN OR ACQUIRED BY THE PIONEERS, INCLUDING AN EXTENSIVE PICTURE COLLECTION.

AS YOU VISIT THE HISTORIC RELIC HALL YOU WILL FIND REPLICAS OF THE CABINS IN THE FORT WITH THE SETTLERS NAMES ON THE CABINS. THERE YOU WILL FIND THE OWEN ROBERT'S CABIN. OUTSIDE THE HALL THERE IS A GRANITE MARKER THAT LISTS THE FIRST PIONEERS WHO SETTLED THIS TOWN AND THERE YOU WILL FIND MY ANCESTOR'S NAME - **OWEN ROBERTS.**

OWEN AND HIS WIFE, MARY PROBABLY LIVED IN FRANKLIN UNTIL THEIR DECLINING YEARS AND THEN MOVED TO SHELLEY, IDAHO TO LIVE NEXT TO THEIR GRANDSON, THOMAS MARTIN HULL, WHOSE MOTHER WAS JANE PRICE ROBERTS.

ACCORDING TO MY AUNT EVELYN MITCHELL WHO REMEMBERS GRANDMA ROBERTS (MARY) THEY LIVED IN A LITTLE HOUSE NEXT TO THEIR GRANDSON.

HOW GRATEFUL I AM TO THOSE ANCESTORS WHO SACRIFICED EVERYTHING THEY HAD TO JOIN THE CHURCH AND COME TO ZION. I CAN'T EVEN IMAGINE HOW HARD THEY WORKED AND ALL THEY SACRIFICED BUT THEY PERSEVERED AND BECAUSE OF THEIR FAITHFULNESS I AM A MEMBER OF THIS TRUE CHURCH. I HOPE ONE DAY TO HAVE THE FINANCES TO PUT A MARKER ON THEIR GRAVES.

Mavanee M. Mitchell – great great granddaughter of Owen and Mary Martin Roberts, 15 July 2012

THE NEXT PART OF THIS STORY IS OF MY GREAT GREAT GREAT GRANDMOTHER, GWENLLIAN WILLIAMS (MARTIN) WHO EMIGRATED FROM WALES TO FRANKLIN WITH HER DAUGHTER, MARY, AT AGE 57.

GWENLLIAN WILLIAMS MARTIN WAS BORN 2 MAR 1800 IN DOWLAIS, GLAMORGANSHIRE, WALES AND DIED SEPTEMBER 1866 IN FRANKLIN, UTAH TERRITORY AND IS BURIED IN THE FRANKLIN CEMETERY.

Williams, Gwenllian - Biography

GWENLLIAN WILLIAMS

By her granddaughter Celia Packer

Gwenllian Williams - Mother of Mary Martin Roberts (Mary was the wife of Owen Roberts).

Gwenllian Williams (Martin) was born 2 March 1800 in Dowlais, Glamorgan, Wales and died Sep 1866 at Franklin, Oneida, Idaho. She married Thomas Martin 6 May 1826 at Faenor,

Brecon, Wales. Her husband, Thomas Martin, was born 22 Jul 1802 in Garm, Brecon, Wales and died 8 Jul 1858 at Gwerullwyn Back, Dowlais, Wales.

At age 57, being a widow for one year, on 11 Apr 1859 she sailed on the ship *William Tapscott* with her son-in-law, Owen Roberts, his wife, Mary and their daughter, Jane Price Roberts. They were members of Capt. Robert F. Neslen's Ox Train Co, which arrived in the Great Salt Lake Valley on 15 Sep 1859. They settled in Franklin, Idaho.

My grandmother (Gwenllian) came to Utah in 1859 and to Franklin, Idaho in 1860. I shall relate one instance in my grandmother's life.

Her husband died in Wales and was buried there. This caused her great sorrow for she desired to be buried by his side.

At the time of one of Pres. Brigham Young's annual visits to Franklin, Gwenllian desired to have a talk with him on this subject. She (Gwenllian) could not speak a word in English and Pres. Young could not speak a word in Welsh.

At Gwenllian's request, Brigham Young came to my father's house; present were my father and mother and my mother's sister (Mary) and her husband. Brigham Young stood in front of grandmother (Gwenllian). Uncle Owen Roberts was to be the interpreter. Pres. Young said, "We do not need an interpreter." He talked in English and grandmother (Gwenllian) talked in Welsh and they understood each other perfectly.

After this visit and talk, Gwenllian never grieved about being buried so far from her husband. Brigham Young had told her that distance was nothing after death.

[Celia Packer is the daughter of Margaret Martin and Joseph Thomas Perkins.]