

Ancestors of John McKenna

Generation 1

1. **John McKenna**, son of James McKenna and Ellen (Mrs. Ellen) Mckenna was born on 17 Jan 1796 in Moycarky, Tipperary, Ireland. He died in Jan 1859 in Pleasant Grove, Utah, Utah, USA. He married **Elizabeth Haines**, daughter of John Haines and Mary Gunter on 06 Jun 1825 in Llangattock, Nigh Usk, Monmouthshire, England. She was born on 14 May 1805 in Llangattock, Nigh Usk, Mormouthshire County, Wales. She died on 21 Apr 1886 in Manti, Sanpete, Utah, United States.

Notes for John McKenna:

John (McKinney) Mckenna was born in January 1796, to James and Ellen McKenna in the town of Moycarky, Tipperary, Ireland. Ellen reportedly died that same year, possibly in childbirth. James McKenna remarried that same year to Mary Ryan, also of Moycarky, and they had two more children. John was then raise by Mary Ryan.

John McKinney met Elizabeth Haines (Haynes) born 1805, Llangatook, Nigh Usk, Monmouthshire, Wales, and they married June 6, 1825 in Llangatook, Nigh Usk, Wales. Together they had eight children, and in the 1851 Wales census, they were shown living in Newport, St Woolles Parish, District of St. Paul, Wales, and his occupation at the time is shown as a Stone Mason.

They immigrated to the United States on the first ship/trip LDS Perpetual Emigrating Fund sponsored by the Church of Jesus Christ of Latter Day Saints. I estimate they join the church between 1848 and 1851 as their was approximately 5,200 members in Wales, during that time frame.

John and Elizabeth and 4 of their eight children traveled with them as they immigrated in 1852 and are listed on the Abraham O. Smoot Co that left Kansas City, Missouri, June 1, 1852. According to the records of the Church of Jesus Christ and the Mormon Pioneer Overland Travel is as follows:

Mormon Pioneer Overland Travel, 1847-1868
Abraham O. Smoot Company 1852

John and Elizabeth McKenna sailed aboard the ship "Kennibec" John age 50, Elizabeth his wife age 46, Ellen age 18, Johanna age 11, Henry age 9 and Thomas age 7. The Kennebec departed Liverpool, England on 10 January 1852 with 333 LDS immigrants aboard under the leadership of John S. Higbee. source BMR, Book #1044 pg 11-29 (FHL # 025,690). The journey on board the Kennebec experienced rough weather and encompassed a period of 8 weeks and 2 days. The Kennebec came into port in New Orleans, from their passage on a steamer on the Mississippi had been arranged to take the LDS immigrants to Kansas City. On their way up the Mississippi they passed the wreckage of the Saluda Steamboat that had exploded just ahead of them on 09 April 1852. Many church members were among those killed and injured.

The Abraham O. Smoot Company departed 01 Jun 1852 from Kansas City, Missouri with 250 individuals and 33 wagons. Each family was given their wagon and rations for the trip. The trip in a wagon was very difficult as I have read, especially for women and children. Women's clothing was a definite disadvantage and was simply not practical for the trip. Often women's dresses would become caught in the wagon wheels causing injury and death, also, as their were not bridges to cross the creeks and rivers their dresses were soaked. Children were kicked and trampled by the animals, and because the pace of the wagon train was so slow, about 2 miles per hours, people often got lost and left behind. They had to endure much to survive this journey of illness and injury, tooth aches and abscesses, diarrhea, and disease, broken bones, to say nothing of childbirth. They were to first company to travel on the Perpetual Emigrating Fund, set up by Joseph Smith to assist members traveling to the Salt Lake Valley or Zion. The whole family is listed in passenger manifest as McKinney, It has been recorded in the journal of George Henry Abbott Harris that the child Thomas died in St. Louis, Missouri, of a lung inflammation. The Company arrived in Salt Lake Valley on 03 September 185

A Quote published in the Deseret News on Aug 1852.

By a letter from Brother A. O. Smoot, 45 miles above the Fort Kearny, July 7, 1852 we learned that 226 of the above named persons all in the company were healthy, prosperous and cheerful and rapidly advancing westward. Previous to the above date ten of the Company, had died of Cholera, Inflammation, measles, and one drowned (name not reported). Their teams were in prime order, and we may safely look for their arrival in the Valley from the 20th to the 30th.

His death and naturalization 18 Jan 1859

Source Information

Shasta County Genealogical Society, comp.. Shasta county, California, Naturalization Records: 1852 - 1932 [database on-line]. Provo, UT, USA: Ancestry.com Operations Inc, 2001.

Original data: Shasta County California Genealogical Society. Shasta County, CA, USA: 1852-1932.

About Shasta county, California, Naturalization Records: 1852 - 1932

Shasta County, California is located in the foothills at the head of the Sacramento Valley. In the 1850s this County was a center for Gold mining and later "Hard Rock" mining, lumber production and cattle ranching. An incomplete index was copyrighted & published in the Society's Jan/Apr/Jul 1982 "Shasta County Diggings." It was completed in 2001 when the Society's original microfilm was recovered and contains some 1,840 names. It covers the period from 1852 to 1932. A great many of the immigrants listed in the index were hard rock miners and gold seekers and after the gold was "played out" they either stayed and mined in the major copper mines or moved on to other parts of the United States. In some cases, this index may be the only record for some of these individuals, particularly those that died here in the 1850s and 60s. The Great Register of 1890 and some of the earlier Great Registers have some of the same data but the County Clerk failed to enter many individuals in them, so this remains the only complete index.

This information from Shasta County was recorded and completed in 2001 in Shasta County.

Journals of George Henry Abbot Harris (I entered this journal in my notes as George Harris kept a good account of the day to day journey on the Kennebec and mention the McKennah's.)

Jan 7. Went on board the Kennebec at "Bramly More Dock" I chosed my berth the 3rd one on the larbord quarter, & took one for Mrs. Tibets immediately under.

8th. Breakfasted, settled up, & left my lodgings, proceeded to the dock, I was informed that the ship would leave this day. I hired a drag, got on my boxes, drove to Mrs. Tibets, helped her pack & took her things on board & stored the same, slept on board with William Atkinson, as the ship did not leave that day.

9. It blew hard this day. We did not sail, employed in lashing my boxes, writing farewell letters to absent friends & purchasing some sea stores.

10. Unmoored ship & proceeded out of dock, took steam tug over the bar. At 2:15 p.m. steam tug left ship with 3 stowaways who had been found hid below. At (11) p.m. hoisted a light for a pilot boat here too. Wind south, southeast strong breezes. Topsails double reefed.

11th (Sun.). Wind shifted to the southwest. At 10 a.m. tacked ship. At noon holy land bore east, southeast distance 10 mile. At 4 p.m. wind lessened, people employed mending jib.

Jan. 12th 1852. At 8 a.m. tacked ship. At noon wind veered to northwest out all reefs, set the top gallant sails & jib - crew employed variously. In the afternoon meal & water was given out to the passengers, who with few exceptions, were very sick. Brother [John] Davis's child 4 months old died & was committed to the deep.

This poetry should have been written on leaving Dundee but I was so interested in writing a truthful report I forgot it.

Better late than never (maybe) [p.57]Inscribed to George H. [Henry] A. [Abbot] Harris, by Sister

Brown Dundee 1852.

Brother Harris is going away This is his last farewell And I hope the Lord will take him safe To his happy home to dwell Altho' the sea be very rough And the waves go mountains high Our Heavenly Father will keep him safe Till the storm blast, passes by. Brother Harris is a faithful man He's a faithful man I know And before its very long The gospel trump he'll blow I pray that he'll be kept from harm Upon the mighty deep And he'll have his brothers & sisters prayer Before they go to sleep And when he's safe on Zion's shore Then happy he will be And I hope he'll offer fervent prayer For the kind Saints of Dundee.

13th. At 2 a.m. wind shifted to the southeast and blew fresh, course west, southwest. People employed cleaning decks. At noon set all sail.

Jan. 14, 1852. At 3 a.m. wind again veered to the west. At 10 a.m. a brig hove in sight, we sent on board our pilot, she was bound to Liverpool. We were then off Cape Clear, tacked ship to the north. At 10 p.m. [p.58] a squall came on. In double reef of topsails, were ship & stood to the southwest she rolled heavy been loaded with railway iron. About 11 she shipped a heavy sea, & it seemed as though her cargo had shifted, & made a hole through her bottom. Most of the passengers thought their last days had come.

15. These 24 hours begin with strong breezes. At 1 a.m. rolled the fore top-gallant mast over board. 2 hands were hurt, fore & main topsails split. At noon spoke a schooner under English colors. Cape Clear bore north, northeast distance 62 miles. At 2 a.m. the wife of James James of the Welsh conference was delivered of a fine boy. The ship was rolling so I had to hold the wet nurse on my lap. It was my 1st experience. Captain Moss was married this day. Crew employed clearing away the wreck.

16. The wind abates, & the ship rolls more. Course west, southwest on the stock

17. Light airs northwest. At the eve meeting special prayers were offered that the Lord would favor us with good & fair weather

18. We felt that our prayers were answered. The wind being fresh south by east at noon wind southwest course west, northwest in single reefs.

Jan. 18, 1852. A 6:30 p.m. we assembled for public worship, several elders spoke on obedience. At 11:30 it was a caution to emulate to see red night caps, blue stockings, bare legs giving chase to tin wove of all descriptions, not forgetting those of the most woeful order, as the ship rolls so, having on board railroad iron.

19 (Mon.). This morn we see passengers (not a few) with bits of rag & wood repairing the damage done to their various utensils during [p.59] the night rolling, handles are being converted into spouts & covers into spittoons - we held morning prayers at 7:30 & evening at 8.

20. This morn commences with strong breeze northwest by north, course west by south. At 10 a.m. spoke a barque under Dutch colors. Longitude by act. 16° 30' west. Repaired cook house & delivered out flour and water was to be given out every morning at 9 & on Saturdays 2 rations. Mr. Jones to act as commissary & I as fire lighter or stoker. Latitude by observation 47° 30' north.

21. These 24 hours begin with strong breezes west, northwest with rough sea. At 9 a.m. passed a ship running under fore & main topsails, single reefed and foresail. One of the Irish passengers losing his saucepan off his handle with hot rice which upset on him cried out I'm scalded to death by Jigger, I'm speechless. At 4 p.m. the wind veered more northerly & blew fresh course west, southwest in clearing up the foresail to reef it blew all to pieces, at 10 p.m. cleaned up the rigger topsail & furled it. We shipped a very heavy sea which made the ship tremble in every timber & the passengers to think the day of judgement had arrived for the water flew down the hatchways & ventilators & it seemed as though the iron had shifted & stone a hole plum through her. Sounded pumps but no water.

22. Strong northwest. Breezes continue with heavy sea, course west, southwest. At noon in a squall the wind veered to the north we square the yards a little & steered west.

23. At 9 a.m. banded new foresail, set mizzen topsail, mainsail spanker & gile at 4 p.m. Wind northwest course west by south.

24. This day begins with moderate weather wind west course south, southwest. Latitude by observation 45° north. Longitude 21° west. [p.60]

25 Sun. These 24 hrs begins with light airs smooth water. Brother [Robert] Hodgert presided at morning prayers & at 3 p.m. held testimony meeting. The spirit of the Lord was felt in every heart. At 6 p.m. Elder [William C.] Dunbar lectured on obedience to the priesthood. The wife of Brother Neilson [POSSIBLY: Edward Neilson] was delivered of a son.

26. This day begins with fresh breezes southwest, course west, northwest. Crew employed removing & stowing quarter boat. Passengers busy removing their luggage from the hold to the after 'tween decks in order to get at the water casks. At 4 p.m. tacked ship & stood to the southwest at 10 p.m. Wind drew aft. Course west, southwest.

27. Fine weather with light airs northerly, carried away starboard stun sail boom hauling out the tack, shifted over the larboard one

28. Light airs easterly, crew employed overhauling topgallant gear, course west, southwest. Distance 3 miles per hour.

29 (Thurs). Light airs northerly. At 9 a.m. set fore top gallant & lower stun sails. Afternoon watch, employed getting tin on deck.

30. Calm. At noon light airs southeast. Crew employed rigging fore top gallant mast for a main one, as we had no larger spare.

31. Begins with calm, at 6 a.m. gentle breezes southwest. Passed a barque in the starboard tack.

Feb 1 (Sun.) . Gentle breezes south, southwest. Course west [-] distance per hour 5 miles. All sail set by the wind on the larboard tack. At daylight sighted land, it proved to be the southeast of the Agers or Western Isles; a group about 800 miles from Portugal, to which they belong. They consist of 9 islands of which St. Michael is the largest, although Ferceird is the [p.61] residence of the governor. These islands are exceedingly fertile producing the finest wines, oranges, & lemons, but are subject to the dreadful earthquakes. Population in 1840 250,000. Afternoon service was held on deck. Elder [Robert] Hodgert & Liversten [POSSIBLY: William Livingston] lectured on the Latter-day gospel & in the evening held a fellowship meeting between decks.

2. Begins with fresh breezes southwest at 10 am. calm with train at 4 p.m. wind drew round to the north set topmast & lower stun sails, course west distance per hour 3 miles.

3. Begins with fresh fair wind & weather. People employed rigging up a spare fore top gallant mast. Latitude by observation 35° north. Longitude 26° west, course west, southwest distance 7 miles.

4. Wind south, southeast, course west, southwest [-] distance per hour 8 miles. This day 6 year ago I bound myself an apprentice to sea I was then 4 ft 6 inches high. Time flies.

5. Wind & weather as yesterday, course west by south [-] distance, 9 miles

6. Fresh breezes southeast by south course west by south distance 9 miles. Crew employed scrubbing decks. All sail set with top gallant stun sails, fore topmast & lever stun sails, with fore, mail, & mizzen royals. The weather is now felt to be much warmer & we are allowed to parade on deck, until 11 p.m. Some few of the passengers are afflicted with diarrhea, application was made to the captain & some medicine from the chest was afforded. The captain seems more favorable toward us & to give us more privileges.

They were sitting side by side

And he sighed, & then she sighed. Said he my darling Idol And he idled, & then she idled [p.62]

You are creation's bells And he believed, & she believed. On my soul there's such a night And he waited, & she waited. Your hand I ask, so bold I'm grown, And he groaned & then she groaned. You shall have your private gig And he giggled, & then she giggled. Said She my dearest Luke And he looked & then she looked Now my dear how do you feel And then he feeled, & then she feeled. I'll have thee if thou wilt And then she wilted, & then she wilted.

7. Fresh breezes south, southeast with warm weather, course west by south all sail set below & aloft distance per 24 hours 223 miles. This day we are 4 weeks from Liverpool & are more then passage. Murder was committed by one of our brethren, one of the passengers of Irish descent, he was first knocked down then stuck with a butcher knife, in order to supply the captains table with fresh pork.

8 Sun. Fresh breezes south, southeast & smooth water distance per 9 miles, course west by south. Dined on boiled beef, pork, potatoes, onions and bread. At 2 p.m. held a meeting on deck. Elder Dunbar lectured on the circumstances attending the gathering at 4 p.m. a squall coming. Took in stun sails latitude by observation 28° 30' north. Longitude 46° west. . . . [p.63]

9. Fresh breezes. Course west by south distance per hour 6 miles. At 4 p.m. set stun sails.

10. Light airs easterly, course west by south distance per hour 4 1/2 miles. At 8 a.m. covered the quarter deck with an awning. The heat this day was great, as we was lessening our latitude & nearing spring. At 4 p.m. all passengers called on deck. Tar was burnt between decks & the hatches covered on to decrease foul air.

11. Light breezes southeast course west by south distance per hour 5 miles. Crew employed serving & turning in alternate starboard main shrouds, leaving the others fast. This morn a rope was placed across the main deck as a mark of location. It was like separating sheep from goats.

12. Fresh breezes easterly, squared the yards. Course west by south distance per hour 7 miles. Crew employed as yesterday. Owing to hot weather, testimony meetings are held only twice a week in the afterpart of the steerage. On Tuesday and at the fore end on Thursday at 8 p.m. wind shifted to the northeast, jibbed ship & shifted over the stun sails.

13. Light breezes northeast course west distance per hour 5 miles.

14. Fine breeze northeast. Course west distance per hour 5 miles. At 8 a.m. as a young Irish lad was in the he lee fore chains, he fell overboard. The cry "A man overboard" brought every person on deck each one thinking it was their friend. A life buoy was thrown over the quarter & the boy laid hold of it. A boat was then lowered & proceeded to him, while the ship was laid toe by backing the main topsail & in about 20 minutes. He was again on board. Many large black fish are close to the ship today as large as porpoises. Longitude 60° west latitude 23° north.

15 Sun. Light breezes to the eastward, course west, southwest. At 5:30 a.m. [p.64] spoke a brig 12 days from Philadelphia, bound to St. Georges. Longitude 61 ° west at 2 p.m. held a meeting on deck and felt to enjoy the Spirit of God as it was poured out on us Brothers [John] Pack, [John] Spiers, & [William C.] Dunbar spoke on present blessings & future hopes. At 5 p.m. partook of the Sacrament for the 1st time since leaving Liverpool. In the evening we enjoyed ourselves in friendly chat under the awning.

16. Light airs northwest, course west, southeast. This morn observed the rising of the sun in all its glorious splendor by the Ship's time 6 hour 5 minutes a.m. & by Liverpool time 9 o'clock. At noon gentle breezes from the east set stun sails course west by south distance 2 miles.

17. Light breezes east, southeast, course west, southeast, distance per hour 5 miles. The captain caught a dolphin with a hook & line baited with a bit of white rag.

Feb. 18, 1852. Fine weather & wind east, northeast, course west, southwest. Scudding with square yards, & stun sails set on both sides over the clear blue smooth sea.

My heart rejoices that I am nearing the land God had chosen for the gathering of his Saints , & my prayers ascend in behalf of the honest in heart, that their way may be also opened to obey the law

of our Heavenly Father

The air is very refreshing being rather cooler than the preceding few days. At 4 a.m. signaled to a steam ship, that passed about 4 mile astern of us. She proved to be the Chargress Mail boat from New York.

19. Fresh breezes east, northeast, course west, southwest distance per hour 6 miles. Crew employed setting up main rigging & sundry jobs. On the look out for St. Domingo. [p.65]

20. Fresh breezes northeast with rain course west distance per hour 8 miles at 6 a.m. made the island of St. Domingo on the north coast. St. Domingo distance 420 miles long & about 150 wide, is exceeding fertile producing oranges, lemons, sugar, rum, &c.

In 51 I'd served my time Then I sailed for a foreign clime At Gibraltar we did land Discharged coal and ballasted sand Then for Cadiz we did steer, (wine was there as cheap as beer) Took out our ballast sand & then Led with salt & off again. For Denmark country Elsinuer Where we arrived quite full of cheer For everything there could he got (To speak in figures) for a grot. To Copenhagen we did go. Denmark's chief city. Lovely show. I baptized William Sherman there In the sound so calm & clear. Back to Hul we then did come Spent 7 # 10 during the run Then shipped for Rija in the Brig "Elvira of Liverpool" squarish rig. Laden with flax we did return, Off Dundee lights I then did learn; [p.66] The power of water, beat my own, Thrown quick & broke my collar bone Into the hospital I did go. For full 10 days, & very slow; It seemed the doctor was to me, Although as kind as he could be. But I called on the elders then, They seemed to me like other men; Seeming the extra power they brought, The thrilling feeling I besought. It came, it came down through my brain, My feelings I could scarce contain; I felt God's power go though by arm. I raised it up as though by charm. Upon my head, it rested now The truth I scarcely could allow It seemed so strange, such little time E'ne quicker than I pen this line. The time came now for me to leave Confess I must, It made me grieve They made me promise to beware Of sin, & mention them in prayer. I visited my Bro' then He felt like one of the upper 10 At Newport he held forth his name And he looked on Mormons with disdain. [p.67] Traveling by the train & coach (The Saints all seemed to bear reproach) My sister then I called to see, In Somerset my board was free. We took a drive to hard & then, Spent the day & back again; With my sister, and Q. Taylor, Mary Charley, and this sailor. I said goodbye & north I sped, Returned to Bristol, took a bed; Then on the 30th of December, In 51 if I remember, I left Bristol, Gloucestershire, In the Steamer Troubadour; For the Office of Liverpool, Paid 4 of 10 out very cool. On the 10th of January Left that Port (with sister Mary) And I guess 400 more We waved our hats as we left shore England! our home (that used to be) Is now far off, beyond the sea, America is handy bye, Fresh provisions we supply. (to be continued H)

1852 Feb. 21. We are 6 weeks from Liverpool and this day we sight Cuba east point bearing north, northwest distance 12 miles. At 10 p.m. course west by south distance per 24 hours 300 mile. Current setting is 3 miles per hour. Passed a schooner [p.68] by the wind on the larboard tack, tasted some fried dolphin, caught by Brother Higbee it was good eating, fresh breeze continues. Crew employed taring royal stays.

22. Fresh breezes easterly, course west by south distance per hour 5 miles. At 2 p.m. assembled on deck & held meeting. At the close of which Elder Higby [John Higbee] was thanked for his fatherly care over the Saints & solicited to continue their president from New Orleans to St. Louis. At 10 p.m. Mrs. Car [Ann Carr] departed this life & was buried in the nasty deep. At midnight the wind dying away the heat was oppressive, most of the passengers slept on deck, bid farewell to Miss M.S.

23 . Calm & light airs easterly. Crew employed tarring rigging. at 3 p.m. A marlin spike fell form aloft & struck a sister on the head - a wonder she was not killed.

24. Calm most of the day. Crew employed scrubbing and scraping bulwarks outside.

25. At 2 p.m. light breezes northeasterly course northwest by west. These 24 hours the current set us 30 mile to the southward.

26 Thurs. Light airs easterly, course west by north. Caught a booby (about the size of a duck but

with a longer neck) Mr. Jones stuffed it with a straw from his bed. Passengers sent down into the fore hold to hunt pork, but could not find any. Crew employed scrubbing sides & cleaning decks. We are 80 miles south of Cuba.

27. Fresh breezes, easterly course west by north distance run per hour 9 miles. The captain caught a large south sea salmon. Crew employed painting outside bulwarks.

28. Strong breezes southeast, course west. At 9 a.m. again sighted Cuba. [p.69] At 10 a.m. carried away fore top mast stun sail tack reeved another & reset sail. Took in top gallant stun sails & furled the royals. At 1 p.m. abreast of Cape Antonio which bears from the Balize (or the mouth of the Mississippi) southeast by south south. Distance run by longitude 11 miles per hour. This morning Brother [John] Higbee paid me 32 shillings. Collected from the Saints for services making & keeping fires for them during the voyage.

29 Sun. Fresh breezes continues course northwest distance run per log 8 miles per hour. This is the 8 Sabbath we have spent on board the Kennebec. Was pleased to communicate some of our gospel truths to the seamen some of them were very favorable especially the 2nd Mate & Steward James Bale who had read most of my books. At 2:30 p.m. assembled on deck for worship Elder [William C.] Dunbar interested us, taking for his text "He that endureth to the end the same shall be saved"

March 1st. Light breezes southeast, course northwest distance per hour 5 miles. Crew employed bending chain cable, and sundry jobs. A nest of young rats was found 'tween decks & of course were committed to the deep. At noon we are 160 miles from the Balize. 2 ships on the starboard bow bound east.

2. Light breezes southeast, course northwest going at 3 miles per hour. Our commissary served out the last of the rice, tea, & biscuit to us & appointed a committee to sell the oatmeal left & divide the money among us. At 10 a.m. we are 68 miles from the Balize. Are obliged to burn wood as our coal is all used up. Another pig passenger was struck this morning to appease the voracious appetite of the cabin crew. At 10 p.m. passed a ship on the larboard tack. [p.70]

3. Light breeze northeast course northwest by west. At noon sighted a New Orleans tug boat bearing down on us, but she did not take us in tow as we drew 17 feet of water, & there is only 15 feet on the bar. At 1 we made the lighthouse, but could not see the land for haze. At 7 p.m. brought the ship to an anchor with 35 fathoms of chain, in 9 fathoms of water fixed light bearing west, distant 8 miles.

4. At 8 a.m. Steam tug came alongside (we weighted anchor) & took us in tow & at 10 again anchored close outside the bar. Pilot came on board bringing some newspapers & tobacco, which is thankfully received. At 4 p.m. two team tugs towed us upon the bar hard & fast. At 9 p.m., people employed shifting tin forward to get ship on even keel.

5. Weather hazy, could not see the land, water fresh & very dirty. Crew employed clearing middle deck, & sending empty water casks down the fore hold. One of the brethren shipped as stoker on board the tug for 25\$ per month. At 4 p.m. both tugs tried us again but could only stir us only a few fathom. At 6 they let go our ropes & left.

6. At 9 a.m. lowered quarter boat & proceeded to a ship astern to obtain provisions. Biscuit was sold to our captain at 1 pound per cut. and potatoes proportionally dear. 8 weeks from Liverpool. Today very short of provisions.

7. Fog clears [-] the view is delightfully. Cruel to see so many light craft fine ships sail clear over the bar & we are hard & fast stuck in the mud. The "Georgia" of New York U.S. Mail Steamer, (after many attempts) gets over.

Mar. 8, 1852 (Mon.). At noon 3 steam tugs, the "Anglo Saxon," "Anglo [p.71] Norman" & "Conqueror" fastened on to us, & towed us on a little further in the best part of the channel but still we stuck and it was the highest tide at 8:30 p.m.

9. At 9 a.m. the captain left ship in the quarter boat & proceeded to a village, telegraphed to New

Orleans offering 350 dollars for a steamer to take our passengers to New Orleans, but they wanted 400\$. He returned at 6 p.m. & offered our president to pay if we would pay the other (about 75 cents per head).

10. At morning meeting we entrusted our president to make the best bargains for us he could to obtain landing for us. Passengers employed looking up property & packing. Crew painting ship & fetching wood from the shore. The captain backed out from his agreement as he thought we had more water, the wind being easterly. At 6 p.m. the Irish passengers went aft & begged for food. The captain more through fear than love ordered them an extra pound of biscuit.

11. At 7 a.m. hoisted 3 flags at the main royal mast head for 3 tugs. At noon 2 came alongside but the old ship would not move. We purchased some provisions from a bomb boat. At 4 p.m. the captain chartered the tug "Hercules" to shift the passengers, so we worked all night & left the good old ship Kennebec with all our luggage on the [-]. At 20 minutes to 7 a.m.

12. At 9 o'clock we took a Spanish brig in tow & gaily sailed over the bar. We stopped to wood at 3 p.m. & the owner of the plantation gave us 2 lbs. of biscuit, for which we heartily thanked him.

13. At 8 a.m. We came alongside the wharf & landed with our luggage, [p.72] the custom officials overlooking the most suspicious ones. At 2 p.m. Brother Thyes came down & assisted them to get Sister Tibbets' things to their home. As Brother Tibbets has been in New Orleans for a year, working with a foundry -- and Mrs. Tibbets, Eliza Janey James and Wilfred with myself occupied 2 berth & cooked & ate together & was as a family. They were very kind to me as I done most of the cooking for them. I took tea with them & wished them adieu left for the wharf - placed my things on board of the "Pride of the West" (an old steamboat for so grand a name) and went to bed, left for the wharf at 9. It thundered & lightnined worse than I had ever seen or heard.

14. Sunday, purchased a ham 17 pounds for \$1.75 also biscuits 7 pounds sugar 5 pounds coffee 2 pounds soft bread 2 loaves and at 4:30 a.m. unmoored & steamed up stream.

15. Stopped 3 places during the night & at 6 a.m. came wooding at a sugar plantation 64 miles from New Orleans. The scenery is delightful as we pass along. At 10 p.m. abreast of Baton Rouge 200 m. from New Orleans.

16. At 6 a.m. Joyce Wolten died & at 1 p.m. buried her on shore in the state of Louisiana about 250 miles from New Orleans. At 6 p.m. abreast of Fort Adams, situated at the foot of many bluffs.

Mar. 16. At 9:30 p.m. the St. James mail boat for Pittsburgh overtook & passed us, going twice as fast as we.

17. We ran into a snag during the night. It reminded me of an anecdote "A pilot bragging. He knew every snag in the river, just then the steam boat struck one. There said he "That's one of 'em." We injured some of our paddles & had to take out a number from the other wheel so as to let her run straight at noon we landed at Natches, 300 miles from New Orleans and 900 from St. Louis. [p.73] By observation my watch (the one my Father left me) we were 1 hour 40 minutes going 12 miles over ground at full speed, many boats passed us going both ways. It seems to be much colder today.

18. At 4 a.m. Sister Hangert was safely delivered of a son, at 8 stopped to wood. At noon left & at 1 p.m. John Sneden [Sneddon] slipped his foot on the larboard midship, made a hole in the wake, & sunk to move no more. At 10 p.m. landed at Vicksburg. Our boat draws 5 feet four and 7 aft.

19. At 1 a.m. Brother James' little boy age 2 years died; at 7 stopped to wood & buried him on shore. Observation the boat to go about 4 miles per hour even ground & 8 against the current. At 10 p.m. stopped at Napoleon (purchased stove) Carmichal's child died & was buried on shore.

21. Sun. Weather warmer abreast of island, 113 miles below Memphis. At 3 p.m. towed a boat off that had run aground. At 4 landed and wooded at Delta

22. At 3 p.m. arrived at Memphis. It seemed the best place in the river (so far) to purchase stoves.

23. At 9 a.m. stopped to wood. We are now 90 m from Memphis. At 3 p.m. took a barge of wood along side.

24. At 8 a.m. stopped at midpoint & at 3 p.m. arrived at Cario (176 miles from St. Louis, 600 miles from Cincinnati & 1000 miles from New Orleans).

25. At 7 this morning stopped at Cape Gardieu a fine little place with a Catholic chapel. At 6 p.m. we are 81 miles from St. Louis. We passed the fastest boat on the river, owing to her having 2 large barges in tow. At 8 p.m. we beheld a fearful though splendid sight. A prairie [sic] wood on fire

26. At noon abreast of "Wide Touch," passengers busy packing. At 1/4 [p.74] past 12 Sister Harwood aged 45 died. At 5 p.m. as in quarantine, we passed the doctor & at 10 minutes past 6 we steamed along side the wharf at St. Louis; slept on board.

27. Arose at 2:30 & warmed myself at the fire, as I had not much bedding & it was bitter cold. At noon in conjunction with Edward Price, William P., Mary Bishop & Emma Evans, removed our traps to 10th Street, hired a room at \$2.25 pr month. We had to pay 30¢ per head for dragging our luggage above 1 had from New Orleans.

25. Attended meeting at 10:30 Elder Wrigley, Spiers, Smith, & Kelsey addressed us at 2 p.m. Elder Pack occupied the time. Found eat & tea with Sister Isabella Barns (a sister of Sister Tibbets [Tibbetts]) and the wife of Captain Barns of a river boat, accompanied her to the Hall at 6 p.m. was well instructed by Elders Kelsey & Smith.

1852 29 (Mar) - At 9 a.m. attended Pres. Wrigley's office (expected letter but was disappointed) asked council about going on the river, as I had run out of each, obtained favorable permission. At 6 visited Sister Barns and at 9 attended the baptism of Edward Price aged 33 and William Price aged 23 by Elder Thomas Davies

30. After breakfast went down to the levee to look up a situation, but did not succeed - mailed a letter to Sister Tibbets [Tibbetts]. This day Edward Price & Mary Bishop were joined in matrimony by President Thomas Wrigley.

31. Took a walk, returned & dined at 4 p.m. Attended meeting of teamsters on Market Street - adjourned until Monday - oxen are selling at 60\$ L 70\$ per yoke. Wagons from 50\$ to 70\$. Some of the Saints proceed up the river to Churchville (fares 1\$, wagon 2\$, oxen 4\$ per yoke.) [p.75] They then proceed to Kanessville by land 300 mile. At eve meeting Edward & William Price were confirmed.

April 2. At 9 a.m. Elizabeth Weivel died. She had been sleeping in our room, & it was said she had a deal of sovereign sewed up on her petticoat. She seemed very miserly & scarcely ever arose to her feet, but would squat sailor fashion on the ground, but as we had no chairs & very few boxes it was not noticed so much, but the old lady was very lousy & I kept as far off her as the room would permit. At 4 p.m. Brother Davis, Edward, William, & self in a cab followed her to the grave. She was buried at the Baptist graveyard, returned home & supped at Davies. Then visited Sister Barns.

3. Sold all the books I could spare, which fetched very little, packed my things & again looked out for work.

4. Attended meeting was addressed by Elder John Taylor and T.D. Brown, dined & supped with Brother Rawlings.

5. Called to the sugar refinery in quest of work & was promised in a few days. At 5:30 Brother Yates little girl aged 3 died. j At 4 attended meeting at 206 Market Street & find the majority of the Saints are going by St. Joseph, 120 m. from Kanessville.

6. Visited & saw Captain Barnes. He is a jolly fellow, got me to go & I rent another house for him.

7. At 5 a.m. left my home & commenced work at the Sugar Refinery, dined at Brother Rawlings. At 6 p.m. quit work. I looked out a boarding house in Clemant Street, to the tune of \$165 per week good board - seeing some johnny cake on the table, & the other boarders grabbing for [p.76] it, I

thought they were very unmannerly, so I pitched into the white bread, potatoes, meat butter, & then taking one piece of cake for desert was surprised to find it was common corn bread & dry at that.

1852 April 8th. This day worked at the Blocks & after supper visited & wished Emma farewell.

9. Brothers Quirk, Brown & their families with Emma Evans, left St. Louis per "Ben West" for Council Bluffs. It is reported that the "Salude" which left on the 30th with about 45 Saints was blown up & a number killed at or near Lexington. Kelsey & 7 other had previously left to purchase cattle. President Higbee left for St. Joseph.

11. Sun. Attended a meeting at 10-30 was addressed by Apostle Taylor & President Wrigley. In the afternoon Elder Taylor occupied the time.

13. Left my lodgings & kept batch with Brother Hawkins. He would fetch in cold meat of every description from the hotels, by a 2 bushel sackful & we would cut & eat, sometimes a leg of mutton minus 1 slice, 2/3 of a ham & so on. We lived high and cheap.

18. Sun. Another camp of Saints arrived in the St. Paul having crossed the Atlantic in 7 weeks on board the "Helen Maria." Among them were Brothers Tobias, Dulling & family, James & Mary Jane Sanders.

23. Many of the Saints left during the week, most by [SIC] the Perpetual Emigration Fund. Received a letter from my brother in Canada (Abraham Sherl) and his letter dated the 6th & mailed the 10th are today. He married Mary on the 22nd of Oct., 1851.

24. This day a company of Saints left pr steamer "Kansas," for St. Joseph [p.77] in good health. About this time I met Joseph Walton on the street bawling. He had been married to Jane Burraston in England crossed the Atlantic in the Kennebec & now his wife had left him & would not return. It seemed a heavy trial for him & Jane afterward went to St. Joseph with William Newel.

25 . Attended the Hall twice & was addressed by G.B. Wallace & L.D. Ross (sometimes termed the walking bible on account of his remarkable memory) on the ministering of angels, power of the priesthood & calling of Brigham Young. AT 9;15 PM THOMAS MCKENNA, AGE 8, DIED OF IMMFLAMATION OF THE LUNGS.

26. Victors, Bowers, bid farewell to the refinery & drove off for the Valley.

27. Jeffs & Randal left.

28. Field, Smart with Edward, William & Mary Price left

29. The McKennah family left for Kaneshville and Jud Sanders & wife removed to 10th Street on Morgan

May 1st. Removed my box from Bachelors Hall for James Sanders & broke it open as I had lost the key.

2. Sun. Elder Gibson spoke on spiritual gifts. In the afternoon partook of the sacrament, 10 children were blessed, 4 of them belonged to Sister Barnes, took supper with her & redirected a letter to Council Bluffs for Sister Yates. Received one from Sister Tibbetts [Tibbetts].

6. Wrote a letter to Sister Yates & 1 to Emma

1852 May 7-- [p.78]

Notes for Elizabeth Haines:

about Llangattock, Monmouthshire, Wales: from Kelly Directory 1901, Monmouthshire

LLANGATTOCK-NIGH-USK

LLANGATTOCK-NIGH-USK is a parish and village, on the road from Abergavenny to Usk and Monmouth, the river Usk bounding the parish on the south, close to the Penpergwm railway station which is in this parish, on the Great Western line from Abergavenny to Newport, 3¼ miles south-southeast from Abergavenny, 7½ north-west from Usk, and 7½ south from Pontypool, in the Northern division of the county, hundred, petty sessional division, union and county court district of Abergavenny, rural deanery of Raglan, archdeaconry of Monmouth and diocese of Llandaff. The church of St. Cadoc is an ancient building of stone in the Norman style, consisting of chancel, nave, south aisle, south porch and a western belfry containing one bell: there are 120 sittings. The register dates from the year 1597; the earlier records are much decayed.

The living is a rectory, net yearly value £260, with 100 acres of glebe and residence, in the gift of the Marquess of Abergavenny K.G. and held since 1883 by the Rev. William Booth Corfield M.A. of Trinity College, Cambridge.

Llangattock House is the residence of the Hon. Mrs. Fitzmaurice. The Marquess of Abergavenny K.G., who is lord of the manor, Lord Tredegar, Sir William Thomas Lewis, of The Mardy, Aberdare, and William Reginald J. F. Herbert esq. of Clytha Park, are the principal landowners.

The soil is clay; subsoil, gravel. The chief crops are wheat, oats, barley, turnips and pasturage. The area is 1,586 acres of land and 39 of water, rateable value £3,940; the population in 1801 was 265.

Parish Clerk, Cornelius Hicks.

Post & M.O.O., S. B. & Annuity & Insurance Office - Cornelius Hicks, sub-postmaster.

Letters arrive from Abergavenny at 6.45 a.m.; dispatched at 5 p.m. week days only. The nearest telegraph office is at Llanvihangel-near-Usk.

Wall Letter Box, Ivy cottage, cleared at 4.50 p.m. week days only. A School Board of 5 members was formed 29 March, 1875.

William Haines, Y-Bryn, Llangattock-High-Usk, Abergavenny, clerk to the board.

Board School (mixed). built in 1878 &, enlarged in 1898, for 65 children; average attendance, 46. Mrs. Jane Drew, mistress

Penpergwm Railway Station, Richard James Edwards, station master.

PRINCIPAL & COMMERCIAL RESIDENTS

Corfield Rev. Wm. Booth M.A. (rector)

Fitzmaurice Hon. Mrs. Llangattock House

Gillman Maj. Edward Sylvester, Bryncaen

Haines William, Y-Bryn

Boyt John, farmer, Mount Pleasant

Evans George, market gardener, Red House

George Isaac, farmer, Brooklands

Haines Elizabeth (Mrs.), beer retailer. Bryn

Hicks Cornelius, sub-postmaster

Hughes Emily (Mrs.), farmer, Penpergwm

Maddocks Cartwright, farmer, Park Lettice

Matthews William Edward, farmer, Llangattock court

Morgan David, farmer, Llangattock farm

Morgan Sarah (Mrs.), King of Prussia P.H. & coal dealer

Phillips Michael jun., farmer, Upper court

Price, Mary (Mrs.), farmer, Lower Mount Pleasant

Pritchard John, farmer, Bryn Rhydderch & Angel hotel, Abergavenny. See advertisement

Pritchard Mary (Mrs.), shopkeeper

Richards Rachel (Mrs.), farmer, Llangattock lodge

Sheen William, farmer, Fedw

Watkins Jas. wheelwright & blacksmith
White James, farmer, Llyn Cecil
Williams Hannah (Mrs.) & Son, farmers, Great house
Williams Thomas Davies, farmer, Llangattock Mill farm
Williams William Morgan, farmer assistant overseer, Tynant

Elizabeth Haines McKenna

Elizabeth Haines, born 14 May 1805, in Llangattock Nigh Usk, Monmouthshire, Wales; christened 13 Jul 1805 in Llangattock Nigh Usk, Monmouthshire, Wales; LDS Baptized 10 May 1850; LDS Endowed 1 Apr 1854; died 21 Apr 1886 in Manti, Sanpete, Utah; buried

Elizabeth McKinnie is shown in the 1880 United States Census living in Manti, Sanpete, Utah, FHL , Film 1255337 Page 408C, 1880. She was living with her daughter Johanna Madsen, and her husband Christian, along with her son Williard Peacock, from her marriage to George Peacock, John Madsen age 11, Christian Madsen age 9, William Madsen age 5, Elizabeth Madsen age 3, and Mary Madsen age 4 months.

Generation 2

2. **James McKenna** was born in 1772 in Moycarky, Thrules, Tipperary, Ireland. He died in 1875. He married **Ellen (Mrs. Ellen) Mckenna** in 1794 in Moycarky, Ireland.
3. **Ellen (Mrs. Ellen) Mckenna** was born in 1776 in Moycarky, Tipperary, Ireland. She died in 1796 in Moycarky, Tipperary, Ireland.

Notes for James McKenna:

James McKenna, born 1772, Moycarky, Tipperary, Ireland. Not much is known about James McKenna and our research is on going. What we do know is that he married Ellen ? in 1794, we know that she was 18 years of age when she married and that would make her birth date 1776. Their first son John was born in 17 of January 1796, the same year of Ellen's death. Perhaps she died in childbirth.

James McKenna, married Mary Ryan on the 19 July 1796, in a catholic wedding in Moycarky, Ireland. Mary was born abt 1776. James and Mary had 2 children together, a daughter Margaret born 16 Apr 1802, and James, born 11 Apr 1804. I am assuming that Mary Ryan raised John McKenna, from the time he was 6 months old.

Notes for Ellen (Mrs. Ellen) Mckenna:

Ellen McKenna was born 1776, presumably Ireland and her maiden name is unknown. She married James McKenna, born 1772 Moycarky, Tipperary, Ireland in the year of 1794. Their first son, John McKenna was born 1796, the same year that Ellen death is recorded. Perhaps she died in childbirth.

Ellen (Mrs. Ellen) Mckenna and James McKenna had the following child:

1.
 - i. John McKenna, son of James McKenna and Ellen (Mrs. Ellen) Mckenna was born on 17 Jan 1796 in Moycarky, Tipperary, Ireland. He died in Jan 1859 in Pleasant Grove, Utah, Utah, USA. He married Elizabeth Haines, daughter of John Haines and Mary Gunter on 06 Jun 1825 in Llangattock, Nigh Usk, Monmouthshire, England. She was born on 14 May 1805 in Llangattock, Nigh Usk, Monmouthshire County, Wales. She died on 21 Apr 1886 in Manti, Sanpete, Utah, United States.