

CHAPTER II

ORIGINS:

HOW THE WIGGLESWORTHS CAME TO NORTH AMERICA

The old order changeth, yielding place to new...

Alfred, Lord Tennyson. (8/6/1809 – 10/6/1892) .The Idylls of the King.¹

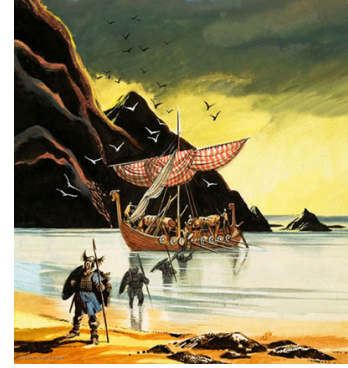
So, now, whence the Wigglesworths to Ft. Defiance and their tryst with the Navajo anyhow? Well, they also were initially rooted in the far frigid north, but in the Scandinavian rather than Siberian area. Our European brothers, of course, only reached our shores via the Atlantic in 1492, and thereupon set about with a vengeance to eradicate the Indian culture they encountered much to their surprise. They did a pretty good job of it, too, but our hero was not a party to it - about which much more, later.

For an interesting discussion of the population impact of the European arrival in North America, see the Wikipedia article: "Population History of the Indigenous Peoples of the Americas" Estimates range from 15 million to 200 million souls before and 10% of that after. (DFJ) ¹

If, before moving on, we might pause a moment to conjecture a hypothetical conversation overheard by an Indian between, say, Leif Ericson and Columbus as to who was the true discoverer of America, we might well expect him (or *her* - equal time!) to explode, "Discover? Hell! We knew it was here all the time!"



2



3

Well, no, not *all* the time. The people we call *Native Americans* didn't know it was here until they themselves got here, and that was not until about 30,000 years ago. Until then, *as far as we know*, there were no humans at all in North America. ⁴

As for which European got here first, research published in 2011 strongly suggests that when Leif Ericson returned from Vinland, he brought with him not only the four young Indian boys mentioned in the sagas, but also at least one Indian woman who contributed her mitochondrial DNA to the gene pool in Iceland. Rather strong evidence that Leif Ericson wins the argument, at least with Columbus. ⁵ (DFJ)

Nevertheless, the Wiggs clan did come a long, long way. It all began when the *Norsemen* from Scandinavia invaded the Franks in the 10th century. *Vikings* is a more generic term for these fearless adventurers, and includes those bound for the *New*, as well as the *Old*, World.)



6

The Franks were a Germanic tribe that settled along the Rhine in the Third Century. Under our old high school history acquaintance, Clovis I, (Pictured on the left.) they moved into Gaul: the land roughly west of the Rhine and north of the Pyrenees, and which is perhaps best remembered by novice Latin students as being "divided into three parts".

GALLIA EST OMNIS DIVISA IN PARTES TRES, QUARUM UNAM INCOLUNT BELGAE, ALIUM AQUITANI, TERTIUM QUI IPSORUM LINGUA CELTAE, NOSTRA GALLI APPELLANTUR.

The whole of Gaul is divided into three parts, one of which is inhabited by the Belgians, another by the Aquitanians, and the third, by those who in their own language are called Celts and in ours, Gallicians.⁷

In any event, the kingdom of the western Franks became France in 870.

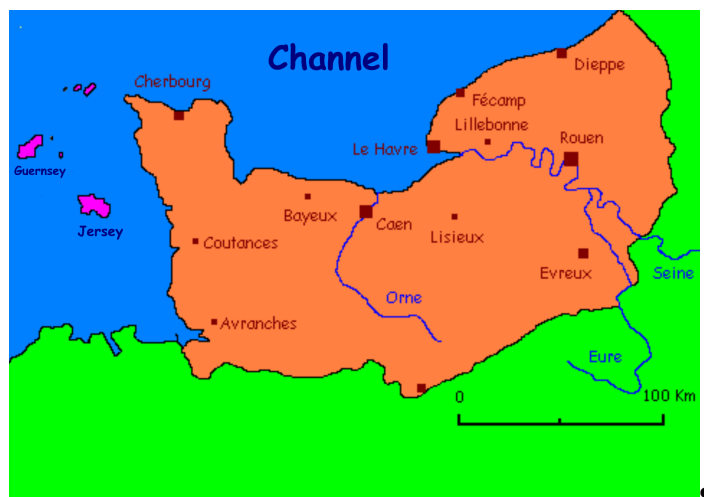
With the coming of the Norsemen (Vikings) the northwestern corner of France eventually became known, as it is even today, as Normandy (just "think" *D-Day*).

This seems as good a time as any to remark that the Anglo-Saxons were yet another Germanic tribe originally situated at the mouth of the Elbe (in Germany on the North Sea) who conquered England in the 5th to 6th centuries. Now you understand why English bears such a close phonetic relationship to German.



General locations of the Anglo-Saxon peoples in Britain around the year 600. ⁸

Beginning about 841 the Norsemen regularly penetrated and plundered the 75 miles up the Seine to Rouen, and even on to Paris.



Their colony was finally formally recognized by Charles III “The Simple” (1/28/893 – 6/30/922) in the treaty of St. Clair-sur-Epte in 911, which established Rouen as the capital of Normandy, and the Norse leader, Rollo, as the first Duke of Normandy.



Charles III, The Simple. ¹⁰



Blazon of Normandy. ¹¹

Rouen may be even better remembered as the site of Joan of Arc's 1431 flaming farewell – certainly it was by Joan. (Below.)



¹²



¹³

Rollo (above right on the Six Dukes statue in [Falaise](#) town square) prevailed until 931, to be succeeded by the second Duke of Normandy, William Longsword.

They were followed by a series of Dukes of Normandy:

- I - Rollo (911), born 846, died 931,**
- II - William “Longsword” (931), died 942,**
- III – Richard I “The Fearless” (942), died 996,**
- IV – Richard II “The Good” (996), died 1026,**
- V - Richard III, (1026), died 1027,**
- VI - Robert I “The Magnificent” (1027), died 1035, and**
- VII - William “The Conqueror” (1035). 1028-1087**

The last really changed things, putting down a rebellion of nobles in 1047, and culminating in a Norman penetration of England in 1050. At the battle of Hastings (14 October 1066) he, overwhelmed the English, killing King Harold II, the successor to Edward the Confessor – of five pound crown fame.



Shown here is a replica of the “Five Pound Crown” first worn by Edward the Confessor in 1065. It is now kept in the Tower of London with the Crown Jewels Collection. Actually 4 pounds 12 ounces, the crown was destroyed by Oliver Cromwell during the Civil War (1642-1661), recreated, and then destroyed again by Thomas Blood in 1671. (DFJ) ¹⁴

Duke William was crowned King William I¹⁵ on 25 December 1066. This was at about the same time that a comet, to be known as *Halley's*, put in another of its many recorded appearances, this time recorded in The Bayeux Tapestries and labeled “Isti mirant

stella” – “these people marvel at the star.”¹⁶ Also shown below is a silver coin with a representation of William.¹⁷



Now the scene shifts somewhat and the plot thickens. So, where are we? In England, at last. But wait, we must back-track a bit.

It seems that about 950 AD there lived in Normandy (near Rouen) a man named Herfast, known as the *Forester of Equipqueville*. He had five very beautiful daughters. He is thus described as the *Lucky Forester*, since these nubile Normans all married prominent knights from whom descended most of the nobility of Normandy, which later became the nobility of England. (You don't have to take our word for it, see Freeman's *History of the Norman Conquest of England, Its Causes and Results*.)¹⁸

The first daughter became the spouse of the Earl of Hereford, the second, of the Earl of Warwick, and the third, of the sire of the Earl of Buckingham. The fourth wed the third Duke of Normandy, whose grandson was to be William the Conqueror. Finally, the fifth daughter married Godfrey, brother of Osbern de Bolbec....

...and if you'll just be patient, we'll next recount how the Wigglesworth clan evolved in due course from this latter stem. We first wanted to establish (through the relations -- if you'll pardon that expression -- of the fourth and fifth sisters) how the Wiggs can claim a lineage back through William the Conqueror.

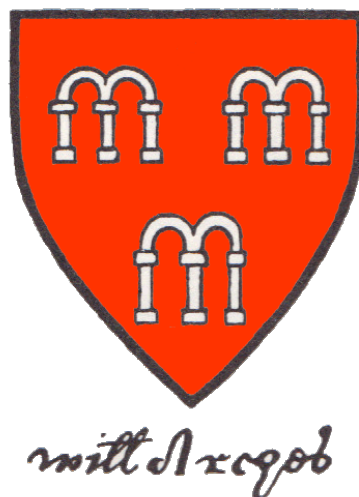
Well, the fifth sister and Godfrey had a son, William, Vicompte de Arques III. He had two sons, William IV and Osbern IV, both of whom survived the battle of Hastings (1066) and are to be found in the Domesday Book of English land-owners with substantial holdings in Yorkshire and Lincolnshire in northeast England. Guess what? Osbern IV had two sons, William V and Osbern V, and the former had a son, William VI.



Good grief, Lucy! ¹⁹ With both of the only two male names this branch apparently knew now already used, what was poor William (IV) to name his male progeny? Mysteriously, it is precisely at this point that this line disappears from the records without a trace.

Meanwhile, the end was swift for Osbern IV, since his grandson, William VI, had no male offspring and this line too became extinct.

Now, it was all up to William V, and he managed both a son and a new name -- Peter VI, who came through handsomely by spawning four sons. Well, suffice it to say that the line continues to William IX, who partially Anglicized his name from William de Arques to William de Arches. (His blazon is below. DFJ)



Now, it happened that this William (and perhaps his father) owned the ancient property and town of Wykelsworth, which derived its name from the old-Saxon name of Wykel, and Weorth, the old English for farm or estate, and thus came down through the years as Wykelsworth.

Now, it also happened that at about that time there were three or possibly four William de Arches living in this part of Yorkshire. It is not surprising, therefore, that our William chose to distinguish himself by appending *de Wykelsworth* to his name.

There may also have been a further reason for the name change. Along about 1189 his father's uncle, Gilbert, had rebelled against the king, and was captured and his property confiscated. This disgrace may also have impelled our man to disassociate himself from the de Arches. In any event, the Wykelsworth fortunes prospered, and the clan for generations occupied Wykelsworth Manor, comprising some 4500 acres (about 7 square miles).



Wigglesworth Hall ²¹



Wigglesworth Manor ²²

By the 16th century the family name was variously spelled Wykelsworth, Wigglesworth, Wiglesworth, and even Wigglesworth, but life went on. It went on, in fact, all the way to Palmyra, New York, where emigrant Matthew Wigglesworth died in 1873.

In 1851 Maria Wigglesworth, a teacher from England, traveled on the Erie Canal from Palmyra to Albany and then took a train to New York City. She described her journey in her diary. A copy of the relevant pages is in the (Jack) Wigglesworth Family Collection. DFJ

Here are some notable residents of Palmyra: ²³

E. B. Grandin, 1806-1845.

printed first edition of the Book of Mormon.

Increase A. Lapham, 1811-1875.

“Father:” of the U.S. Weather Service.

William T. Sampson, 1840-1902.

Admiral, Spanish American War.

Joseph Smith, Jr. 1805-1844.

Founded the Mormon Church in Palmyra 1818-25 and 1830.

Henry Wells, 1805-1078.

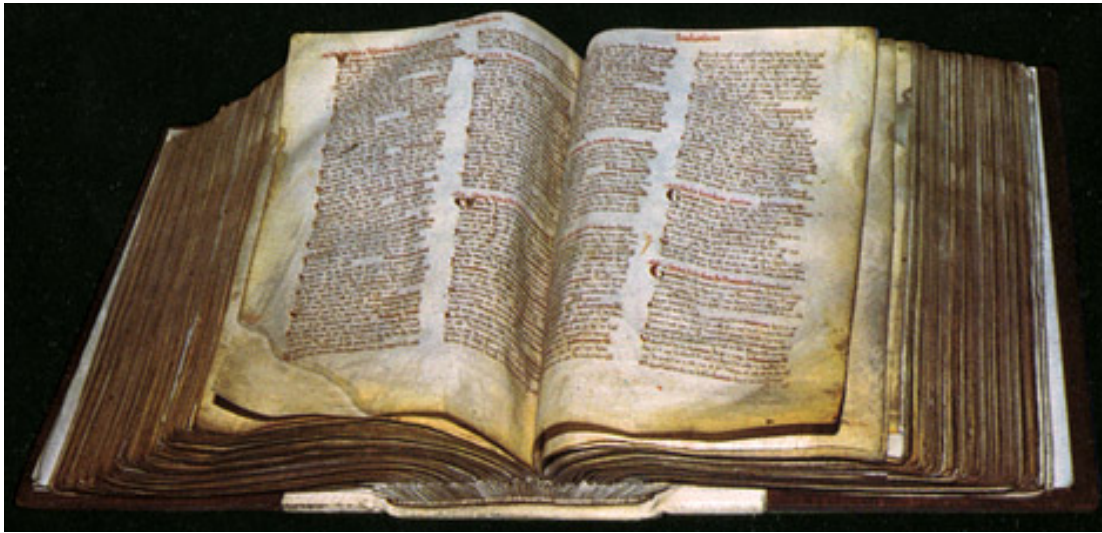
Founder of American Express and Wells Fargo. (DFJ)

We shall pursue the thread of the Wigglesworth family story in the next chapter.

Meanwhile, a few observations seem pertinent. First, a word about the *Domesday* (pronounced doomsday) *Book* - evidence supreme of the extraordinary 900 year continuity of the British government. It is a comprehensive land register and demographic survey commissioned by William the Conqueror 20 years after the Battle of Hastings (1086) - which evolves landholder by landholder and almost field by field. The name derives from the book being so formidable as purportedly to suffice as a record for doomsday itself.

It has been digitized and is available on the World Wide Web,²⁴ which has been likened to straightening up the leaning Tower of Pisa, even as describing the book as a survey has been likened

to saying the pyramids are graves.



Domesday Book

Second, following the evolving and ultimately merging histories of both the Navajo and the Wigglesworths, one can't help but be struck by the recurring theme of their violent struggle for survival as wars succeeded wars. That's the bad news.

Lastly, there is the good news: one is also impressed by a gradual but steady transformation toward civility. That should be a matter of no small comfort in these trying times, haunted by the memory of two World Wars and ever-threatened by potential nuclear disaster, that mankind *is* improving.

In a sense, that is what this story is all about. The Wigglesworths, personified (at this time) by a compassionate Dr. Albert M. Wigglesworth, confronted the Navajo in the *Four Corners* area of the southwest U.S., and the ministrations of the good doctor have done much to mitigate the Indians' anti-white instincts as nourished by the deplorable injustices inflicted by earlier white pioneers *and* their government.

Our story, then, is the pilgrimage of mankind in microcosm.

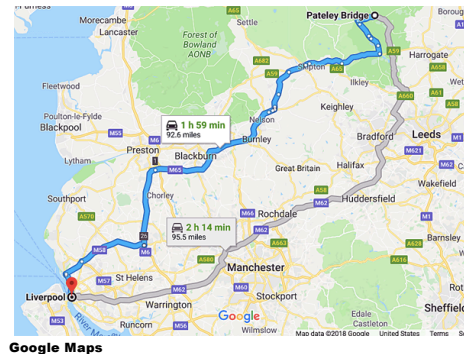
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(DFJ continues:)

At that point Jack Wright, having no more information to work with in 1986, ended his account of how the Wigglesworths came to America without giving us any details of the how, who, when and why of the trip from Yorkshire to Palmyra, New York. We, however, here in 2019, do have more information thanks to the World Wide Web and search engines like Google so we can continue the story. Some of the new information I have added is factual, some is hearsay, some is only approximate, and some has been interpolated by reading between the lines, but putting it all together enables us to extend the story and add a great deal more detail.

(And some doesn't agree with what has been reported elsewhere. I invite readers with better, documented information to share it.)

Let us begin with Jack's question from the beginning of this chapter, *whence?* The family was living in a little market town called Pateley Bridge (known locally as Pateley) in Nidderdale in the Borough of Harrogate, North Yorkshire, England. Historically part of the West Riding of Yorkshire, it lies on the River Nidd, northeast of Liverpool. The region is currently officially designated as an AONB, an Area of Outstanding Natural Beauty. Below is a view of High Street, probably not much changed from the Wigglesworth's time. The map gives the location of Pateley Bridge relative to Liverpool: 92 miles away – perhaps a two hour drive today by automobile.

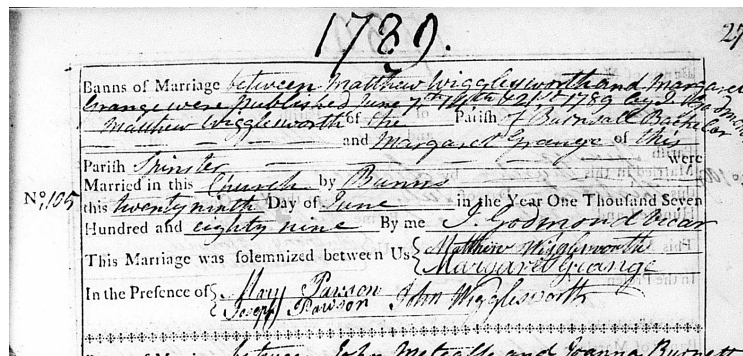


Who was in the group that made the trip to Palmyra, New York? Well, Matthew, Sr. and his wife were not. He was born on November 2 1760 and died in 1818 at the age of 58. He married Margaret Grange on June 29 1789. She was born in 1763 and died on March 1 1844 at the age of 81, presumably still in Pateley.

Incidentally, records suggest that Matthew Wigglesworth's and Margaret Grange's 1789 June wedding took place in Ripon in the *Church of St Peter and St Wilfrid*, which is now Church of England, but which was founded as a Roman Catholic monastery by Scottish monks about 660 CE. The crypt within and beneath the church structure was built about 650 CE by St. Wilfrid and survives intact to this day. In 1836 the church acquired a bishop and became the Ripon Cathedral, shown below. ^{25, 26}



Below is a copy of an entry in a register of banns from 1789 obtained by Paul Wigglesworth during his recent visit to the County Record Office in Northallerton, Yorkshire. It shows that Matthew and Margaret were married on June 29 1789.



It reads:

Banns of Marriage between Matthew Wigglesworth and Margaret Grange were published June 7th, 14th, and 21st, 1789 by J. Godmond, Vicar.

Matthew Wigglesworth of the parish of Burnsall, Bachelor, and Margaret Grange of this Parish, Spinster, were married in this church by banns this 29th day of June in the year one thousand seven hundred and eighty nine, by me, J Godmond, Vicar.

This marriage was solemnized between us: Matthew Wigglesworth, Margaret Grange, in the Presence of Mary Tawson, Joseph Tawson, John Wigglesworth.

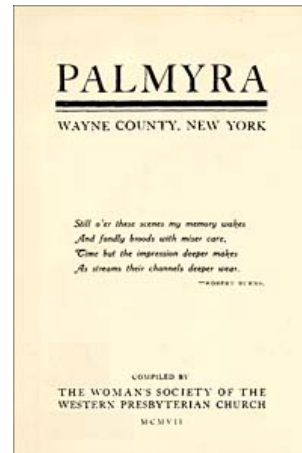


IN MEMORY
OF
Margaret, Widow of the late
Matthew Wigglesworth
Of Dacre Banks
Who departed this life March 1st 1844
Aged 81 years.
THE MEMORY OF THE JUST IS BLESSED
ALSO OF THOMAS WIGGLESWORTH
SON OF THE ABOVE WHO DIED FEB^y 2nd 1879
AGED 82 YEARS.
AND OF MARY WIGGLESWORTH
HIS WIFE WHO DIED OCT 1 1878
AGED 82 YEARS
THESE ALL DIED IN THE FAITH

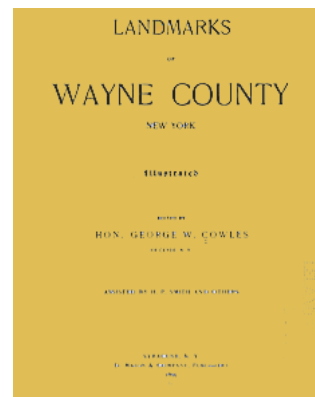
This stone and grave are in the Holy Trinity C of E Churchyard, five miles south of Pately Bridge in the Harrogate District of West Riding Yorkshire.

(The document and photo above were shared by Paul Wigglesworth (DOB 4/16/1948), who visited Yorkshire in 2017.)

The booklet on the right, published in 1907, about Palmyra in the 1800s (which is extensively quoted elsewhere in this memoir) says that the Wigglesworths sailed from Liverpool to Quebec in 1832 with 6 children. But in 1832 the Wigglesworths didn't yet have 6 children. ²⁷



Another source, *Landmarks of Wayne County*, published 12 years earlier in 1895 says they made the trip four years later in 1836. The later date is more probable since it allows time for the births of the six children both sources say they brought with them. ²⁸



So, In 1836 Matthew, Sr. had already been dead 18 years and Margaret was 73 and probably too old and infirm to make the trip. She stayed behind in Pateley Bridge, possibly living with one of her other two children: Thomas Wigglesworth (Christened on 12/11/1797) or Margaret Wigglesworth (Christened on 06/05/1806) who were age 39 and age 30 in 1836 and possibly had already married and started their own families.

How did the Wigglesworths finance their migration to Palmyra, New York? Many immigrants had no resources and were subsidized partially or entirely by churches and other groups, or even by the British Government. Or were the Wigglesworths able to pay their own way and have money left over?

How did the Wigglesworths travel from Pateley Bridge in Yorkshire to Liverpool? We know from Ralph Waldo Emerson's journal entry (see below) about his own trip in 1833 that passenger rail service had developed extensively in England since its first successful trial in 1830. They almost certainly would have called upon their relatives and friends to supply the farm wagon and manpower and horsepower to get the nine travelers to the nearest railhead with connections to Liverpool. One could guess that the generous teamsters were probably John and Matthew's young siblings Thomas, then 39, and Margaret, then 30. (If not Margaret, who might have had childcare commitments, then Margaret's husband.)

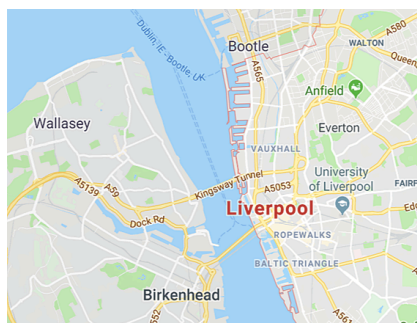
Below are two contemporary images of the waterfront in Liverpool. ²⁹



Goree Warehouses, Georges Dock, Centre-Town, Liverpool – 1829



Princes Dock, Centre-Town, Liverpool – 1831



Images from Google Maps.



There would have been a big “going away party” just before the departure with many heartfelt pronouncements and promises and singing and crying.

Upon arrival in Liverpool there would have been the transfer of baggage, the boarding of the ship and then the waiting until the final wave goodbye as the ship was towed by steamboat away from the dock, down the Mersey and into the Irish Sea.

On second thought that description is based on the modern-day experience with ocean liners on which sails are not a problem. In 1836 a sailing vessel departure would have been quite different. Final goodbyes would probably have been made before embarkation with passengers swiftly whisked below to clear the decks while the crew hauled on multiple ropes as they set sails.

And that assumes that their ship was berthed along the quay. That was not always the case. Some ships might have, for various reasons, had to ride at anchor outside the mouth of the Mersey “in roads” where they were sometimes exposed to strong winds and heavy seas. Then boarding of passengers and luggage was done by means of small sailboats or even rowed skiffs and was sometimes hazardous and might take a few days.

"The passage from port to port [New York to Liverpool but not Liverpool to New York] has frequently been made in sixteen days; in the year 1822 the packet ship *New York* made it in fifteen days and three-quarters; but the *Independence* is the only ship that ever accomplished it within the fifteen days." ³⁰

Below are notes from a journal of Ralph Waldo Emerson, (5/25/1803- 4/27/1882) written in 1833 at the age of 30 while on his journey home to Boston on the same packet ship, *New York*, mentioned above.

Emerson began his voyage in Liverpool on September 4th and landed in New York on October 9th. He then took the stage up to Boston. His voyage across the Atlantic took 36 days.



August 29 1833. From Kendall this morning to Lancaster, thence to Manchester, and there was deposited with my luggage in the coach on the railway to Liverpool. We parted at 6:11, and came to the 21st milestone at 7:11.

Wednesday, September 4 1833. At 2 o'clock left Liverpool in the New York of New York, 14 cabin passengers, 16 steerage. Ship 516 tons.

We were towed out of Liverpool Harbor by steamboat. Admirable contrivance for ports in deep bays like this, or Philadelphia, or Baltimore, for they might lie weeks waiting to get out with the wind fair for the voyage all the time.

Monday, September 9, 1833. "The road from Liverpool to New York, as they who have travelled it well know, is very long, crooked, rough, and eminently disagreeable. Good company even, Heaven's best gift, will scarce make it more tolerable... Loud winds last night, but the ship swam like a waterfowl betwixt the mountains of sea. The wise man in the storm prays God, not for safety from danger, but for deliverance from fear. It is the storm within which endangers him, not the storm without."

Friday, September 13 1833. The sea to us is but a lasting storm. How it blows, how it rocks! My sides are sore with rolling in my berth. The coverlet is not wide enough that a man should wrap himself in it.

It is only strange that with such a sea and wind and rain, such wild, distressful, noisy nights, no harm should befall us. ³¹

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The first expense would have been the railroad fare to Liverpool. For the rest of the journey the Wigglesworths would have had to pay the costs of:

Passage to Quebec. Did they go steerage, second class or cabin?

Food was usually included on these voyages.

Lodging in Quebec while berths were secured on a steam boat to Montreal and then to Kingston in Lake Ontario.

Were meals included?

Steamboat fare to Montreal and Kingston. Meals?

Lodging in Kingston while berths were secured on a steamship to Rochester on the New York side. Were meals included?.

Steamboat fare from Kingston to Rochester. Meals?

Lodging in Rochester. Were meals included?

Stage coach to Palmyra for nine persons.

Lodging and meals in Palmyra while arranging purchase of Mr. Freeman Burden's farm, and,

Meals, furniture, farm animals not included in the purchase while bringing the farm into production.

After all these expenses John still had enough money to go west on his own and leave Matthew and Elizabeth and the kids to run the farm. Where did all that money come from? Profits from the farm crops in Yorkshire and shoemaking? Or more probably from the sale of the farm and homestead.

When Matthew, Sr. died in 1818, if he died without a will, the rule of primogeniture might have been applied. By this rule the eldest son, John, age 26 at the time, inherited everything; his three younger siblings, Matthew, 24, Thomas, 21, and Margaret, 12,

inherited nothing. The rule of primogeniture in England was not changed until 1925. Primogeniture is, nevertheless, still customary in England.

Eighteen years after the death of their father, the brothers John, age 44, and Matthew, 42, made the decision to go to America. Did Matthew's wife, Elizabeth Hudson, participate in that decision?

They sailed in the spring or summer. Because of the seasonal cycle of icing on the St. Lawrence River, captains had to bring their ships to Quebec after the river thawed in the spring and before it froze in the late fall or risk being trapped in ice for long periods and damaging or even losing their ships. Such disasters were not uncommon.

Allowing two months for the whole trip from Pateley Bridge to Palmyra and extra time spent in quarantine meant that the window for safe transatlantic travel west was approximately seven months, April to October. Records show that in 1832 the first ship to arrive at Quebec left Liverpool on March 27th and arrived 44 days later on May 9th. The last ship to arrive at Quebec from Liverpool that year left on September 17th and arrived 50 days later on November 6th. (Comparable data for 1836 has not yet been found.) Time at sea varied with the speed of the ship and the weather encountered.

There are almost no comprehensive ships' passenger lists of immigrants arriving in Canada prior to 1865. Until that year, shipping companies were not required by governments to keep or share their passenger lists. Once manifests were required they were kept in the buildings on Grosse Ile - only to be destroyed by fire in 1895! ³²

**A website that tells the story of the transatlantic crossings in fascinating detail is "The ShipsList."
(<http://www.theshipslist.com/ships/Arrivals/1832d.shtml>)**

As near as we can tell from the records we have and some bold conjectures, the 1836 adventurers' party included three adults and six children. The other Wigglesworth children of the ten or eleven reported were all born after the 1836 arrival in Palmyra.

So the Wigglesworth "party" included nine persons:

- 1. John Wigglesworth, age 44, a single unmarried man;**
- 2. Matthew Wigglesworth, age 42, John's younger brother;**
- 3. Elizabeth Hudson Wigglesworth, age 34, Matthew's wife;**
- 4. Ann Wigglesworth, age 16; their eldest daughter,**
- 5. Susanna, age 14; their daughter;**
- 6. Maria Wigglesworth, age 12; their daughter;**
- 7. Margaret Wigglesworth, age 10; their daughter;**
- 8. John Wigglesworth, age 8 ?, their son;**
- 9. Thomas Hudson Wigglesworth, age 1, their son.**

Three adults, five children ranging in age from fourteen to six, plus one babe in arms, being carried and nursed by his mother and about to start walking and teething and talking and wanting to put everything in his mouth ... but still in diapers. (I believe the usual routine for diapers at that time was dump, wash, boil, dry. Just how this would have been accomplished on a rolling ship is an interesting question. Of course there were no pre-bottled formula or throw-away diapers in 1836.)

Why did John, Matthew and Elizabeth decide to make the journey and why then, in 1836? We will never know for sure but the decision must have had a lot to do with the family's economic situation and the general tenor of the times. They may also have been communicating by mail with friends or relatives who were already established in the Palmyra area and were apprising them of the latest improvements in traveling conditions between Liverpool and Palmyra.

(What follows is outright speculation and conjecture.)

Upon the death of Matthew in 1818 and thanks to primogeniture, John, age 26 in 1818, had become sole owner of the Wigglesworth estate. He had also inherited the challenge of figuring out the best thing to do to optimize the prospects for the family's future.

By 1836 John was 44. His two youngest siblings, Thomas (Ch: 1/12/1797-) age 39, and Margaret Wigglesworth (Ch: 5/6/1806 -) age 30, by this time could have married and established themselves in their own economically viable and stable situations with perhaps some assistance from John, which might have been in the form of a gift of land carved out of the main Wigglesworth estate.

One reason to go then might have been that Matthew and Elizabeth already were the parents of 6 children, four of them girls. Where were the four girls going to find suitable husbands? Not likely in domestic service.

Another reason might have been that things were happening in England and Europe at the time that prompted thousands of people to leave the country in search of a better life: momentous things that may also have prompted the Wigglesworths to leave.

For one: the Industrial Revolution profoundly impacted England and the whole world. The cotton gin, spinning jenny and steam engine were just a few innovations. Steam powered machines were putting farm workers and textile workers out of work and reducing wages and the price of goods. The Wigglesworths, certainly were aware of the Swing Riots, in which workers protested the steam thresher by burning haystacks and the "infernal" machines. (See poster at right from 1832.)³³



For another:

THE BURNING OF PARLIAMENT.
(J. M. W. Turner. 1834.)



assisted in crowd control, their arrival was also a reaction of the authorities to fears of a possible insurrection, for which the destruction of parliament could have signaled the first step. The three European revolutions of 1830, the **French, Belgian and Polish** actions—were still of concern, as were the unrest from the **Captain Swing riots**, and the recent passing of the **Poor Law Amendment Act 1834**, which altered the relief provided by the **workhouse system**.”³⁴

October 16 1834. “At 9:00 pm three **Guards** regiments arrived on the scene. Although the troops

Subsequent investigation proved that the fire had an accidental cause.

THE FRENCH REVOLUTION OF 1830, also known as the July Revolution, the Second French Revolution or *Trois Glorieuses* in French (“Three Glorious [Days]”), led to the overthrow of the French Bourbon monarch Charles X, and the ascent of his cousin Louis Philippe, Duke of Orléans, who himself, after 18 precarious years on the throne, would be overthrown in 1848.³⁵

For a fourth:

THE POLISH UPRISING OF 1830 “Political and cultural repression of the Polish nation led to ... uprisings against ... the occupying Russian, Prussian and Austrian governments. In 1830, the **November Uprising** began in Warsaw when ... young **non-commissioned officers** ... in Warsaw revolted. They were joined by large segments of Polish society, and together forced Warsaw’s Russian garrison to withdraw north of the city.”

“Over ... the next seven months, Polish forces ... defeated the Russian armies ... however, finding themselves ... unsupported by any other foreign powers, save distant France and the newborn United States, and with Prussia and Austria refusing to allow ... military supplies through their territories, the Poles accepted that the uprising was doomed ... Upon the surrender of

Warsaw ... many Polish troops ... withdrew into Prussia and ... laid down their arms. After the defeat, the semi-independent Congress Poland lost its constitution, army, and legislative assembly, and was integrated more closely with the Russian Empire.”³⁶

For a fifth:

On 25 August 1830, riots erupted in Brussels and shops were looted. Theatregoers who had just watched the nationalistic opera *La muette de Portici* joined the mob. Uprisings followed elsewhere in the country. Factories were occupied and machinery destroyed. Order was restored briefly after [King] William committed troops to the Southern Provinces, but rioting continued and leadership was taken up by radicals, who started talking of secession.

Dutch [army] units saw the mass desertion of recruits from the southern provinces and pulled out. The States-General in Brussels voted in favor of secession and declared independence. In the aftermath, a [National Congress](#) was assembled. King William refrained from future military action and appealed to the [Great Powers](#). The resulting [1830 London Conference](#) ... recognized Belgian independence. Following the installation of [Leopold I](#) as "King of the Belgians" in 1831, King William made a belated attempt to reconquer Belgium and restore his position through a military campaign. This "[Ten Days' Campaign](#)" failed because of French military intervention. Not until 1839 did the Dutch accept the decision of the London conference and Belgian independence by signing the [Treaty of London](#).³⁷

And for a sixth:

The Wigglesworths probably also considered in their decision the appearance in England in 1830 of what was called the “Indian cholera”. Ships were spreading it around the world, bringing it even to Quebec and Montreal. At that time cholera was thought to be caused by bad air in much the same way as “malaria” was thought to spread.

It was in 1854 that Dr. John Snow proved that cholera was spread by contaminated water when he caused the removal of the “Broad Street pump handle” and brought the spread of the deadly disease to a halt, at least in that neighborhood in London.

That realization also sparked major sanitary sewer and water projects in London and other urban areas. ³⁸



And a seventh:

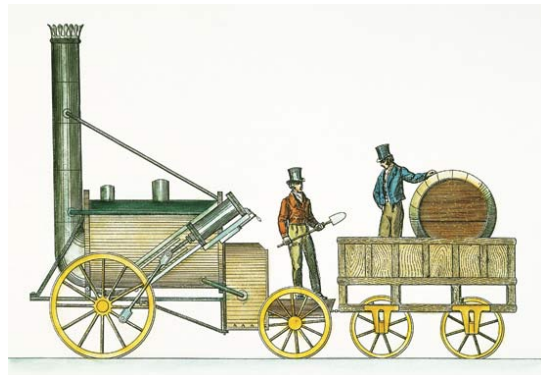
On September 15 1830 the first passenger rail line anywhere in the world was inaugurated between Liverpool and Manchester after trials the previous year in which only one locomotive managed to finish without breaking down. It was named Rocket, (shown below) invented and built by Robert Stephenson. The inaugural run included a number of locomotives drawing cars full of dignitaries and a band. One dignitary was Arthur Wellesley, also known as The Duke of Wellington, who had, a few decades before, defeated Napoleon at Waterloo and was now Prime Minister. Another, in a separate car, was William Huskisson, Member of Parliament for Liverpool and the person who figured out how to reorganize the remaining colonies into what became known as the British Empire.

When the trains stopped to take on water, Huskisson, in spite of being warned not to, got out of his car and walked over to Wellington's to talk politics. Before he could climb in along came Rocket on an adjacent track. Huskisson grabbed the door of the car but it wasn't latched and so it swung him out directly into the path of Rocket. Huskisson died the next day.

Many eye witness accounts appeared in the press throughout Great Britain, asking why Stephenson had not included in the design of Rocket a way to stop, *i.e.*: brakes?

The Wigglesworths certainly read about this tragic event. Perhaps it inspired John to go to America and start building railroads there: which is exactly what he did. His nephew, Thomas Hudson Wigglesworth, the suckling babe crossing the Atlantic, followed right along and devoted his life to building railroads.

The gory details about the cursed birth of passenger rail can be found on the Wikipedia website: "Opening of the Liverpool and Manchester Railway"³⁹



And an eighth:

The expanded La Chine and Cascade canals opened in 1831, making a steamboat trip from Quebec to Lake Ontario in 1836 without a portage possible.⁴⁰

And a ninth:

Surely the Wigglesworths would have heard of the tragic deaths of their cousin Dorothy Wigglesworth and her six children as

recorded on this gravestone, deaths possibly caused by poor hygiene during childbirth. (Cholera did not arrive in England until 1830.)



In Memory of Dorothy Dobby, the wife of John Dobby and daughter of John and

Dorothy Wigglesworth of Pateley Bridge, who died 11 of Nov 1823 aged 24 years.

Also of Hannah, their daughter, who died 1 of June 1821 aged 1 year.

Likewise 5 boys who died in infancy.

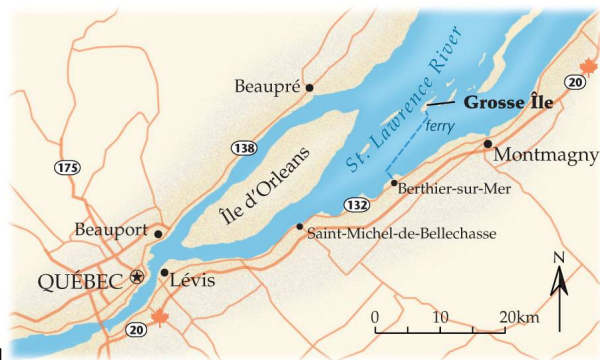
(This stone and grave are in the Holy Trinity C of E Churchyard, five miles south of Pateley Bridge in the Harrogate District of West Riding Yorkshire.

The photo was shared by Paul Wigglesworth (4/16/1948 -), who visited Yorkshire in 2017.)

ARRIVAL AT GROSSE ÎLE FOR QUARANTINE



41

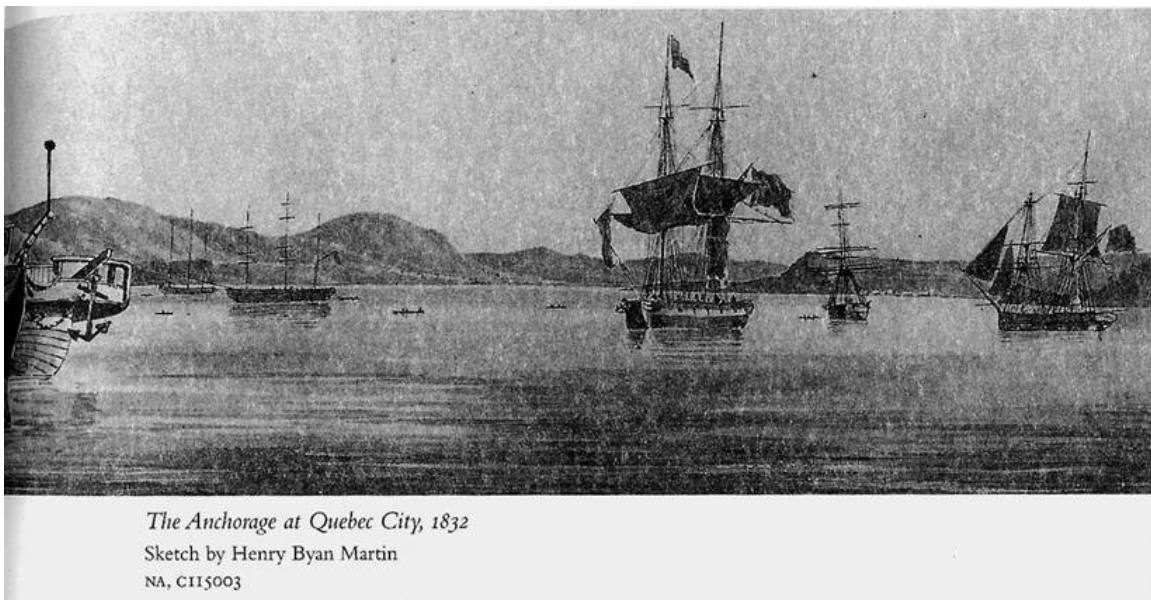


42

Grosse Île, opened in 1832, was to serve as a quarantine station and immigrant processing station, but it was quickly overwhelmed by the huge numbers of people coming to North

America. Consequently quarantine had to be fulfilled on board the arriving ships. The ships were to be held at anchor until they could prove absence of disease, especially cholera but also typhus, measles, small pox, chicken pox, and fever in general. Unfortunately the Quebec health authorities were not able to enforce the quarantine and some ships bypassed it, allowing some infected passengers to reach Quebec and Montreal. Cholera quickly spread through Canada and New York.

Immigration records from the Grosse Ile Quarantine Station cover only one five-year period: 1832-1837. So far none of these records included the Wigglesworths.

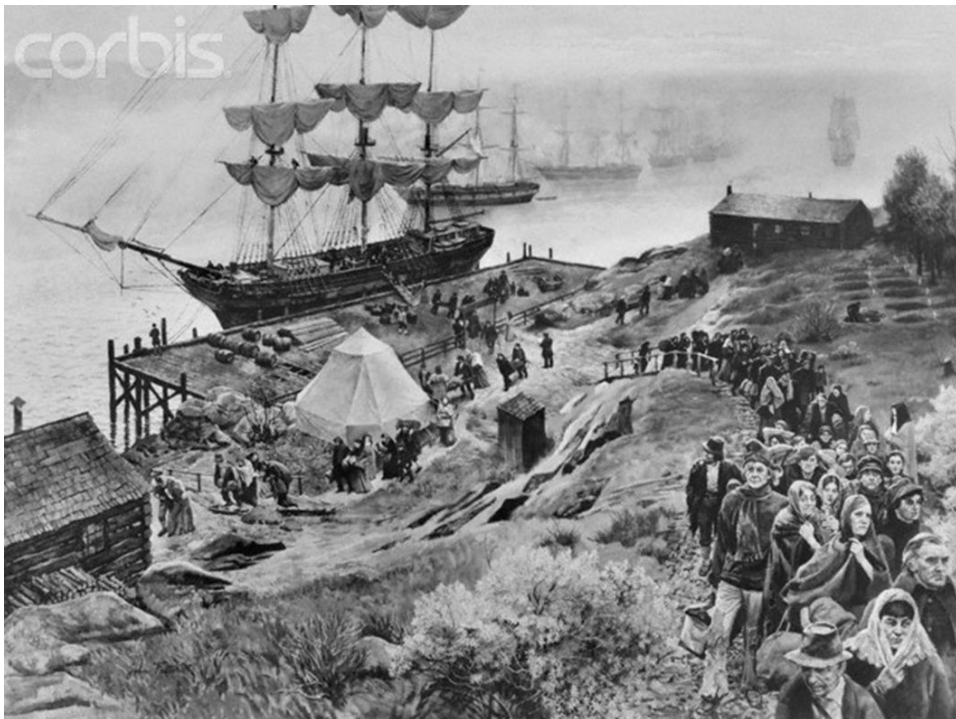


43

Perhaps this was what it was like, waiting in quarantine after arriving at Quebec.

Did the Wigglesworths climb this hill from the ship to the quarantine station? When they arrived had a dock been constructed, as shown here? If not, the transfer from the ship to Grosse Ile might have involved small rowed boats. In rough weather many persons were lost, even in this short trip. Notice the graves and gravedigger on the right side of the illustration

and the seriously ill being helped or carried off toward the shack on the left. And, pointedly, in the center: the necessary.



44

Canada was a French colony within New France, first “claimed” in 1535 by Jacques Cartier. The word “Canada” at this point referred to the territory along the Saint Lawrence River, then known as the Canada River, from Grosse Island in the east to a point between Quebec and Three Rivers, although this territory had greatly expanded by 1600.

On July 1, 1867, the colonies of Canada, New Brunswick, and Nova Scotia joined to form the semi-autonomous federal Dominion named Canada. This began an accretion of provinces and territories to the present ten provinces and three territories. Canada achieved independence from Britain gradually beginning in the 1830s and culminating in 1982.

ON SHORE

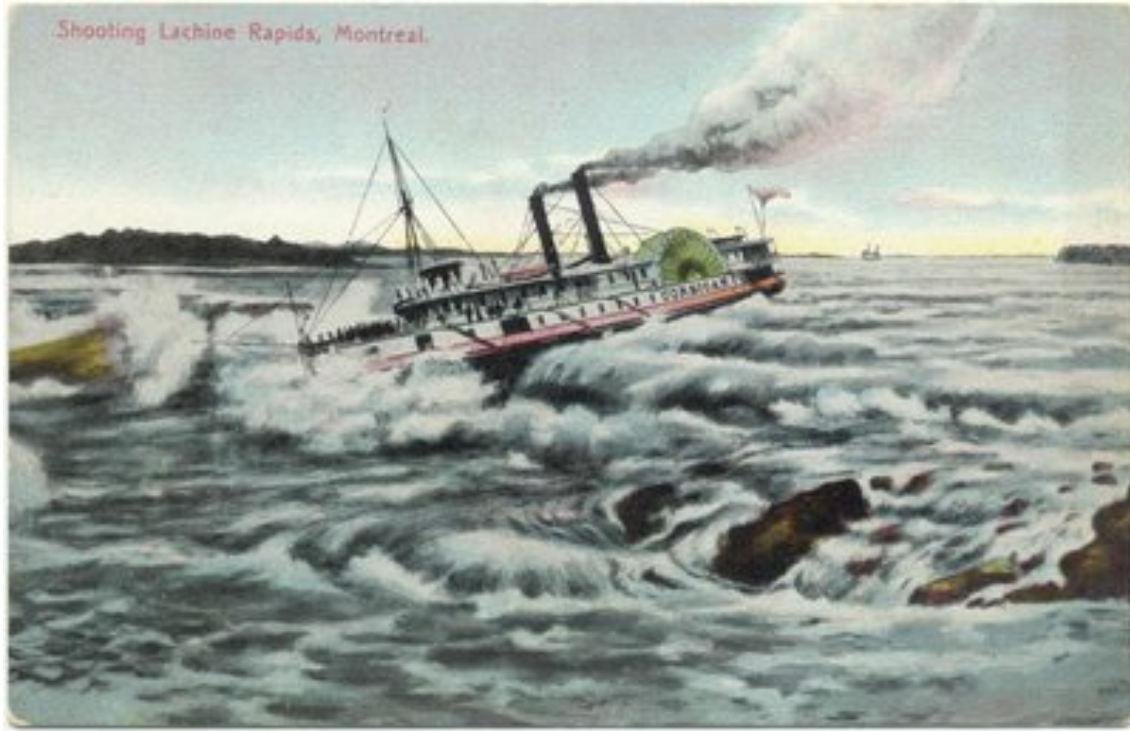
On shore in Quebec the Wigglesworths had to keep track of 6 kids and baggage and find a steamboat that would take them up the St. Lawrence. The wharf was full of wagons, horses, oxen, mules and manure. People were dying of cholera and nobody knew what caused it and how it was spread.

STEAM BOAT UP THE ST LAWRENCE TO MONTREAL

The Saint Lawrence River runs 300 miles from the outflow of Lake Ontario at Kingston to the mouth at Quebec. Because of the virtually impassable Lachine Rapids at Montreal, the Saint Lawrence was continuously navigable to deep draft ships only as far as Quebec. Opened in 1825, the Lachine Canal at Montreal allowed steamboats to bypass the rapids.

The canals were not deep enough to allow passage of large deep-draft ocean going vessels, which therefore had to end their voyage and disembark their passengers at Quebec. Passengers bound further west (the Wigglesworths for instance) had to find other accommodations: shallow draft steam-powered paddlewheel boats or man-powered durham boats.

The Wigglesworths never made the return trip down the river. If they had, it would have been exciting. On the return trip downriver boats would “shoot” the rapids. They would usually have only a few passengers and whatever cargo they could gather headed east. They didn’t carry lumber. Timbers were rafted together, pushed off into the fast current, and collected on the east side of the rapids. Here is a 1904 postcard photo of the steamboat Corsican shooting the rapids.⁴⁵



DURHAM BOATS are long, flat bottomed, shallow draft, wooden boats used for shallow rivers and lakes. They were especially good for moving upstream against rapid water. They were first developed for transporting shot during the Revolutionary War. The photo shows a reenactment of Washington crossing the Delaware in Durham boats. The Wigglesworths did not have to rely on these boats to travel up river.



WALK

Where the water was too shallow passengers had to get out of the boat and walk along the towpath on the riverbank, sometimes actually helping to pull the towrope. Steamboat passengers like the Wigglesworths never had to do this. (The towpath shown below is along a canal in New York State.)



47

STEAMBOAT

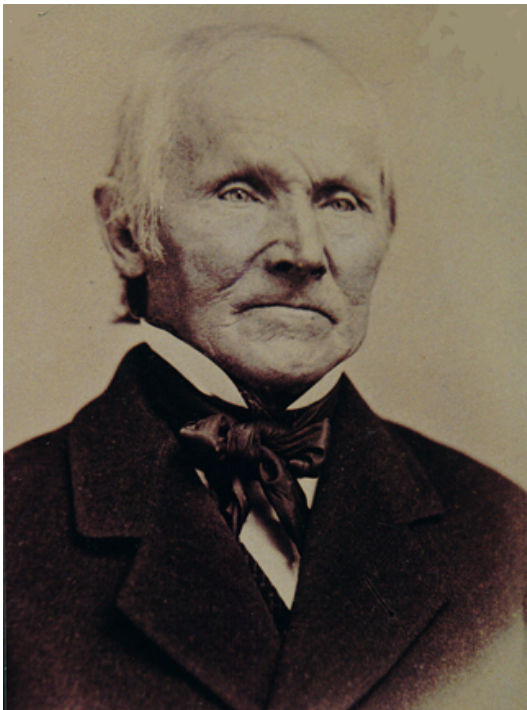
John still had to pay for steamboat passage on Lake Ontario, 76 miles from Kingston to Rochester. Then a stagecoach from Rochester to Palmyra, temporary quarters there and then have enough left over to buy the Burden place, which he did according to the 1907 “Landmarks.”

Searching the Internet reveals only one Burden in Palmyra for the years close to 1836: Freeman Burden. No other information about Freeman Burden was found except for the marriages of two female Burdens some decades later that did not include a reference to their father.

At this point it should be noted that Palmyra was an important station on the Underground Railroad; that the name *Freeman* was often adopted by former slaves and free blacks; and that New York, which ended slavery in 1827, was a relatively safe place for former slaves – at least until 1850 when the second Fugitive Slave Law was passed. That law made it legal for anyone to capture black persons anywhere in the US on the presumption that they were escaped slaves and return them to their former owners for a bounty.

So Freeman Burden may have been a former slave or an otherwise free black person who – perhaps - moved north to Canada or west to Michigan when or before the Wigglesworths came along in 1836.

Below are undated photos of four of the Wigglesworths who made the journey from Yorkshire. The first three, probably taken about 1870, were presented to Jack Wigglesworth by his cousin Andrea Wigglesworth. The information in the captions comes from the captions accompanying those pictures and from a 1907 book about the town of Palmyra compiled by the ladies of the Presbyterian Church there. That book, although almost entirely hearsay, serves as a rough guide to the Wigglesworth family in Palmyra from 1836 through the rest of the 1800s. The book is now in the public domain; sections relating to the Wigglesworth family are quoted in a later chapter .



Matthew Wigglesworth, above, (Here about 76.) was christened in Pateley Bridge, Yorkshire on 11/10/1794, immigrated to Palmyra in 1836 at the age of 42 via Quebec with his wife Elizabeth Hudson, their six children and his older brother John. Matthew was a shoemaker, a farmer and a fiddler. He died December 2 1873 at the age of 79 in Palmyra and is buried there.

His parents (not pictured) were Matthew Wigglesworth, Sr. (11/2/1760 – 1818) who was married about 1796 to Margaret Grange (1763 – 3/1/1844). (Thomas Hudson's grandparents.)

On the right, Elizabeth Hudson, (Here about 68?) born April 8 1802, died December 15 1881 at 79. She emigrated in 1836 at the age of 34 from Yorkshire with her husband Matthew and six of her children, including the babe in arms, Thomas Hudson. The caption on this photo reads: "Mother of eleven: George, Ann, Susan, Mariah, Margaret, John, Jane, Thomas, Letitia, Alembert, Albert." (Unexplained is why Thomas appears as the eighth child in this list.)

Maria Wigglesworth, perhaps 46 here, was one of Thomas's older sisters, (Christened 3/7/1824). She immigrated with the family in 1836 at the age of 12 and became a teacher. She kept a diary of her trip from Palmyra to Albany on the Erie Canal in 1851 at the age of 27, unaccompanied. She was on her way to England where there were possibly an aunt or uncle and maybe grandparents. Returning to Palmyra, she married Otis Antisdale, a widowed tobacco farmer. They had two children, one named Franklin. A devout Baptist, she died at 59 on 12/24/1883 and is buried in Palmyra. ⁴⁸



Here are four photographs of Thomas Hudson Wigglesworth, who made the trip at the age of one.



Chief Location & Construction Engineer of the Silverton Extension of the D & RG RR, Thomas Hudson Wigglesworth 1835-1909



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Surveyor Thomas Hudson Wigglesworth @ 1860, while working on the Louisville & Nashville Railroad



5