

NEWSLETTER JANUARY 2005

LAST EDITION-WE ARE GOING ELECTRONIC

This will be the final hard copy edition of our Winslow Farr Sr. Family Organization, Inc. newsletter for the foreseeable future. We will be communicating by email updated news on our Farr Family as that news occurs. Your \$20 membership fee will entitle you to this news. To have this service for 2005 fill in the enclosed email membership form and forward it to us. Please advise any family members of this service who you feel would be interested. Anyone can sign up by just sending us the \$20. They may also print off the email membership form from our website to join and order some of our publications. **We know there will be family members use to hard copy newsletters not having computers or email.** We encourage them to sign up under a family member requesting that they print off our emails. Many of you have saved our letters for future reference. We encourage you to also to print off the emails that interest you and save those for future reference. This is a great way to keep our family informed of our wonderful history and heritage. It is a great way to strengthen our families and keep all of us looking to our faithful ancestors as a guide to our own lives. We cannot forget these family members and their faithful lives.

We started these hard copy newsletters 12 years ago with our first edition being in January of 1993. These letters were published in January and June of every year since that time ending with this edition. We hope you have enjoyed reading these timely articles on various items of history and research about our family. Back then Lewis Farr was president of our organization and myself, Barta Heiner, Douglas Farr Higham, Dean McLeod and David Rencher served as trustees. In that January letter we announced an August reunion for that year at Cherry Hill Campgrounds in Kaysville, Utah. We began using various stick figures and illustrations in our articles. With advances in computers and access to the internet our capable executive assistant, Claudine Barnett, has used pictures to highlight the articles. We have enjoyed bringing these letters to you.

With the advance of technology and communications financially it just didn't make sense to continue these letters. From time to time we will send out hard copy notices especially around reunion times but our main method will be via email. We will also keep our website updated to bring you notices, news, research advances and items of historical interest. We will have all of our publications listed for sale via the website.

We look to you to send us items of interest that should go out over our email and be on our website. We will still be incurring costs in research and administration so your continued donations are appreciated. We have been sending notices of obituaries that you have forwarded. We will continue to send these notices out as we are informed. Our mission statement remains the same as we continue our journey into the electronic era:

WINSLOW FARR SR. FAMILY MISSION STATEMENT

‘TO IDENTIFY OUR ANCESTORS, DO THEIR TEMPLE ORDINANCES AND GATHER AND PUBLISH THEIR HISTORIES. TO SHARE OUR RESEARCH IN FAMILY MEETINGS AND AT REUNIONS. TO ENCOURAGE FAMILY MEMBERS TO BE INVOLVED IN RESEARCH, WRITING AND ORGANIZING TO ACCOMPLISH OUR OBJECTIVES. TO GET TO KNOW ONE ANOTHER BETTER THROUGH OUR MEETINGS AND FAMILY REUNIONS. ‘

We will continue having our Farr Family meetings twice a year. Our next meeting is to be held on Saturday April 23rd at the Joseph Smith Memorial Bldg. We will be holding our reunion committee meeting at 8:30 AM on the 4th floor with officer/trustee at 9:45 AM and research meeting at 10:45 AM to follow. We should be having a lot of reporting on our ongoing research and forward planning. We hope you will join us.

We hope you enjoy this last hard copy edition that will feature news of our November meetings, on going publications of our history on Lorin and Winslow Farr and other items of interest. We also are including a report on our financial condition

DIANTHA FARR CLAYTON

We are happy to report that Sharon Jeppsen has completed a biography on Diantha Farr. It is excellent reading and a wonderful insight into this loving, emotional and devoted young wife and mother. Her story is a true pioneer saga. You may purchase this book from us for \$15.

I am including notes and a letter from Sharon regarding her feelings in writing this historic family biography and distribution to libraries of her book.

Note from Sharon Jeppsen

November 9, 2004

Dear Dave,

As requested, on Saturday one biography each was placed in the FHL and in the DUP Historical Department. Today (Tuesday), I posted two copies to Special Collections at BYU, where one will be in Special Collections and one in the Family History Library on campus. If there is anything else you need, let me know. Thank you so much for all of your help and support. With esteem, Sharon

Sharon gave a moving presentation on her research at our November meeting in doing Diantha Farr Clayton's biography. Sharon said she wanted to write this biography

as she was motivated by the DUP and her desire to have Diantha's story told. She developed a great love for Diantha. It was a challenge as most of her information came from the journals of her husband William Clayton. She wanted to tell her story on the facts she uncovered and not create a fiction. We are all happy at Sharon's completion of this moving story.

OFFICER TRUSTEE MTG(O/T)

On Nov. 6th 2004 we met in the Joseph Smith Bldg. 4th floor for our semi annual meetings. In the O/T meeting we discussed the ending of hard copy newsletters except when announcing reunions or other special occasions. We want to build up a fee based email for interested family members. This way breaking news on the Farr family could be communicated as it happens. This would result in several emails a year. For those of highest interest you could print them out and save them as some of you have the newsletters for future reference. We should realize an annual savings of about \$1,000 by going this route. We are no longer taping our full meetings for transcription. Now we just take hi-lite notes. We can email these out also as they occur in April and November for member reference. We will save about \$400 a year by not having full transcriptions.

We discussed the August 5-7th, 2006 reunion. Bruce Lloyd (801-451-6114; lloyd6114@msn.com) is our chairman. Please let him know of any creative ideas you might have for the reunion or if you would like to serve on a committee. We plan to meet at 8:30 AM in the JS Memorial Bldg. 4th floor for the committee meeting on the 23rd of April. OT and research meeting to follow 9:45 and 10:45 AM. Hope you can join us. We discussed starting with a temple session in Salt Lake Thursday night the 5th. Hopefully Elder Richard Scott will be able to join us. On Friday the 6th we will hold our family meetings discussing biographies, research and family history. In the evening sometime of family party (have some ideas?). Saturday morning we plan a bus tour of important Farr Ogden sites. We will hold a picnic at Cherry Hill Campgrounds with an activity of some kind included (again we are looking for ideas) Hope you will block out these dates and let your family know. It is important to especially make arrangements for Friday so you can get work off and attend the inspiring family history classes that have been a tradition of ours from the beginning

There was a discussion of having the three major branches of the Farr family-Aaron, Lorin and Winslow Jr. Wear different colored tee shirts so your heritage would be readily identified. What do you think? We will be discussing this and other reunion plans at our 8:30 AM mtg on April 23rd. Come and join us.

Joe Reimann is still trying to get back our family temple cards that he gave out. If you have them please finish them and mail them right away to Joe at 2178 E. Whitmore Way Salt Lake City, Utah 84121-3147 phone 801-272-6369. Please be sure to do this right away as we want to keep track of our ordinance work. Thank you.

RESEARCH MEETING

Tim Farr reported in our research meeting the following:

'DNA (handouts) new results.

1. We have a participant who is a brother of Winslow Farr? Asa?
2. What we do know now because of the DNA surname project:
 - a. Thomas Farr is son of Stephen Farr.
 - b. Stephen Farr's DNA matches the Bedfordshire DNA.
 - c. Not all Farris are related (Pharris and Farris)

3. John Farr(1551) of Aspley mentions John Farr of Wavendon in his will. We know from our Bedford spreadsheet and from Dean records that he acquired from Bucks, that these Farrants are related. Dean Records from Bucks show that the Farrants are also related to Farrants in London or Middlesex. We also know that Thomas Farr(1524) of Flitton Bedfordshire wills money to the church in Lincoln. The Farrants from Beccles Suffolk, Great Bursted or Burgsted Essex, London and Epworth are known to be connected. The Coat of Arms of many of these Farrants include the leur de lis As I have been making a spreadsheet of Lincolnshire Farrants, I have found in the extracts that Pam Bott made, a note in the records that the burials starting in 1583 were from the Gainsborough Visitation of 1583 but the people listed in the burials are from Epworth Lincolnshire.

We have contacted a descendant of Gainsborough Lincolnshire Farrants in Australia(Handout). I have made a spreadsheet of Farr within a 10 mile radius of Epworth and Gainsborough from 1500-1900. There are over 700 Farr in the spreadsheet. Some of the families in the spreadsheet match up nicely back to the 1500s. If the DNA matches close enough, I will begin looking in the probates and see how far back we can go. My goal is to connect our William Farr Sr. of Bedford to the Lincoln Farr if the DNA matches

4. Are we headed to France with this? If the Lincolnshire Farrants have the same DNA as the Bedfordshire Farrants, then we are probably headed to testing Farrants in France to see if the tradition is true. This would take us back to Farrants who came to England after 1066AD. The Farrants of Burgsted Essex, Beccles Suffolk and Epworth Lincoln are related. Many of these Farrants have coat of arms with the leur de lis which is used by the French, not the English. . (Editor's note. This Lincolnshire Farr did not match us so this theory went by the wayside)

Tradition: Shortly after William the Conqueror had invaded the British Isles - 1063-1066 there was a soldier who also crossed the English Channel from Brittany, France, who bore the name of le la Farr Gradually both prefixes were dropped from the family name, and it remained as Farr The original source of the above information is not known, nor is it substantiated by authentic documents. Hence, it is called a tradition. However, the following is documented:

The Hundred Rolls of 1216 to 1307 carry the name of Richard La Fayre Various other forms of the Farr name are contained in later Rolls: Farre, Farr, Fare (as well as Fayre).

The Farrants In England CD will be updated when I receive all of the info from research of Arlene Eakle and Dean Hunter.

I will wait to publish the Central Records book until Dean verifies the link we have proposed as good or not. That will make a big difference in how I prepare the book.

Dean Hunter said we need to prove generations from Stephen Farr back to the Bedfordshire Farr=s in the written record to support what we found out through the DNA studies. We are researching in right area. Dean will have more to report in the Spring. There are nineteen DNA participants in the Farr Family project.

Joe is going to work on Farr CD to form relationships so we can do temple work. We want to have names by reunion 2006. Joe read a report from Arlene Eakle who could not be with us. Arlene is doing research on a list of men associated with Stephen Farr in Mass. Some of these families are: Ralph Hill, Michael Bacon, Richard Wheeler, Thomas Browne, Jacob Browne, John Browne, John French, Roger Toothacre, Francis Littlefield, George Farley. We hope to find out how Stephen Farr got to America from England.

David Rencher (head of records and information for the Family History Department) sits on our board of trustees and has given us good guidance and insight through the years. He is very excited about our prospects for solving the Farr research connection.

We do not know how many names on our Farr and related lines we have done temple ordinances for but it must be in the thousands.

COMMENTS ON OUR FAMILY ORGANIZATION

The following is part of an email sent to me commenting on Pam Jones' feelings on all our efforts to make the Winslow Farr Sr. Family, Org. Inc a continuing success in meeting the objectives we have heretofore stated:

I am the wife of Jerry Jones (his mom was Milda, grandfather Heber Farr). I am writing to you really not about the Farr organization but I want to quiz your brain to help me get my Lines family organization as well organized as you all are. I absolutely love your newsletters and your research newsletters. I have been so amazed at all the work that goes on. A couple of months ago I gave a presentation on doing DNA research at our stake family history library in service meeting using your website as my reference and as they looked at the website graphs and all your stuff they were blown away. Let me tell you I have been so excited as you have started talking about it in the newsletter because I have a Farr line in my family that ties in right where your line stops too. So with my husband's line, I get a double whammy for my line too.

I think if possible I'd like to call you first on the phone and talk about things and then maybe we can email back and for with other questions I might have. I am just wondering when the best time of day or night is to call you. Are you retired or do you still work full time?

You are so fortunate that you have so many original historical documents. We have not been so blessed even though our original ancestor did come to Salt Lake we have a splintered family that went many directions, some leaving the church behind, so our goal has been to teach these family members about their Mormon roots. While we have gathered much family history data, we are just in the beginning process of trying to get organized to begin the verification process. I just would like some help, suggestions,

ideas, from someone who has been through the process of watching your organization evolve. I was really surprised when you said that you started mailing your newsletter in 1993. That means that my huge binder contains all your newsletters over the years. I am so impressed!

Anyway, a long email for a simple question, when would be a convenient time for me to call you.

Pam Jones

11615 N 50th St

Scottsdale, AZ 85254

602-996-0522

We appreciate Pam's compliments on our efforts. This applies to all who have helped make this organization what it is today from donating funds to keep us going to spending time in research, writing histories, reunions and other family matters. We have a long way to go but we will stay in the hunt to meet our stated objectives but we thank you for the sacrifices you have made in behalf of the family.

RESEARCH-APRIL 23RD MTG.

These comments are from Tim Farr regarding our Farr research and his plans for our April 23rd meeting.

At our April meeting I will be presenting an updated copy of the 'Farrs In England' CD. If you would like to get a copy of it at the meeting, please let me know in advance by email at dustyhills@hotmail.com It has been greatly expanded and currently has over 16,000 Farr vital records on it. Wills have been added, corrected and a few more transcribed. By the 2006 reunion the CD will include vital records of all Farrs in all counties of England, Wales, Scotland and Ireland that have been extracted by the LDS extraction program.

I believe I have found the will(which if I'm correct, proves our connection to England by elimination) of our Stephen Farr's proposed father and will be presenting that at the meeting along with collateral line research that has been very helpful with our lines. I will also present more evidence of who the father is of our MRCA with Steven Farr of Belgium and Bedford.

I have been able to verify more of Steven Farr's proposed line with the help of the new NBI 2nd edition New concrete and exciting findings from our DNA project will be also be presented.

Tim Farr

LORIN FARR PART XVII

We continue our history of Lorin Farr talking about other settlements in the Weber County area that Lorin had influence on. This is the last of our hard copy series on Lorin. We will continue this series on line every January and June for those of you who sign up under our email program. Either print off an email membership form from the web or send us \$20 with your email for 2005. We will then email you every time we have news or other Farr or related line information. For those of your family or yourself that don't want to bother with letters please get a family member that has email and have them print out the emails for you.

COMMUNICATION AND TRANSPORTATION

Stagecoach lines carried the early mail into and from Ogden. In 1851 a post office was established in Ogden City with Issac Clark as postmaster. At

first mail came once a week into Ogden City from Salt Lake which later increased to twice a week. Ogden became the mail distribution center for the entire Weber Valley. One stagecoach driver, Dad Streeter, described his life as a stagecoach driver. He said he would have four to eight horses hitched to a Concord Coach. The size of the coach and number of horses depended on the number of passengers being carried. Some of the rigs could carry up to 20 passengers with their luggage. Average speed was 10 miles per hour over good and bad roads. A driver would drive the coach twenty miles and then there would be a change of horses by men or boys waiting at each station. The orders to the drivers were to allow no one except an officer of the company or a lawman to ride upon the boot with you. Eighty miles was a day's driving and if you didn't make your stations on time you got fired. If a horse dropped dead, cut him out of the team and leave him for someone to come back and retrieve the harness. One day Dad Streeter had a fat passenger who became violently ill inside from the swaying of the coach. Dad let him up on the boot which almost proved disastrous. Coming out of Sidney, Nebraska they came up to a steep grade known as Break Neck Hill. It had a long steep grade going down into Fort Robinson. There was snow on the ground so Dad knew his brakes would not work. He reached for the rough-lock to pull it on but learned to his horror that it was not there, someone had removed it. So he was forced to drive on whipping the horses ever faster so they would not get tangled in the lines and cause a massive spill and perhaps death to all. Lashing the leaders with all his might, the fat man made a grab for his lines to stop him. He held him off as they came to the bottom of the hill safely only to find themselves with their wheels caught in a small stream throwing him and his large passenger through the air fifty feet. Fortunately there were no major injuries but the passenger was furious and told the manager, a Mr. Crabtree about the reckless abandon his youthful driver and that he should immediately fire him. The manager looked at the fat man and said, 'You goggle eyed ____! You can ride or walk, but that kid is the best driver I've got!' He had driven almost a year without being late or having a wreck that the horses couldn't drag in. (BBLP, p. 371-3)

The Pony Express began delivering the mail in 1860. They were the most daring and romantic mail carriers in United States History. A number of them were Utah boys. The youngest known mail carrier was Charles Orson Wheat, who at age thirteen, was a daring lad of great endurance. He signed up to ride from Salt Lake City to Nevada through a trackless waste. Many

times he faced storms, hostile Indians and braved all dangers without complaining. On one occasion he rode into a station where everyone had been killed by Indians. He leapt on another steed and rode to the next station to report the tragedy. Many are the stories of these brave mail carriers who rode through all conditions to deliver the mail. (BBLP, p. 373-76)

Edward Creighton of Omaha, Nebraska was the man who connected the East and the West by telegraph. He first connected Omaha with the East Coast. Then he began the project of connecting Omaha with the west coast. The erection of poles and wire began in 1861. One group of workmen began to work in Omaha going west and another group in San Francisco going east. In the latter part of 1861 their lines meet in Salt Lake City. Ogden at first got their messages in Salt Lake, but then a group of Utah men organized to take the telegraph to other Utah Settlements. In 1866 Brigham Young instructed the bishops to have the settlers unite with their funds and labor to complete telegraph communications from St. George up to Logan. The citizens were called without pay, as it were a mission, to labor on the telegraph. By January 1867 the task was complete and now Ogden had a telegraph office. With the completion of the railroad in 1869 Ogden would become the most important telegraph station in Utah. (BBLP, p. 376-78)

The Deseret State Telegraph was opened in 1866 and the following dispatch and reply was sent along the line on Dec. 1, 1866.

To President Lorin Farr and Bishop Chauncey West and to the Saints of the norther country, who gave up freely when called upon.

Greeting: 'In my heart I dedicate the Line which is now completed, and being completed, to the Lord God of Israel, whom we serve, and for the building up of His kingdom; praying that this and all other improvements may contribute to our benefit and the glory of our God, until we can waft ourselves by the power of the Almighty from world to world to our fullest satisfaction.'

Brigham Young

And the reply from Ogden

President Brigham Young

'From our hearts we say 'Amen' to the dedication which you have just uttered, and we congratulate you, as the great mover of this enterprise, on its successful accomplishments thus far, considering it is one of the great helps in the building up of the kingdom of our God. We trust that not only will the Saints who have contributed to this great work continue their efforts, but that others will also assist in developing other improvements for the benefit of God's work. May you long live to comfort the Saints, and by their integrity be comforted.'

Lorin Farr
Chauncey W. West

Deseret State Telegraph Line was organized early in 1867 as a corporation. Brigham Young was elected president, D.H. Wells as vice president, William Clayton as secretary, George Q. Cannon, as treasurer, Edward Hunter, George A. Smith, A.O. Smoot, , Erastus Snow, Joseph A. Young and Ezra T. Benson as directors. The Deseret News of January 23, 1867 reported the completion of the telegraph line from Logan to St. George. The article said that this accomplishment was another evidence of the wisdom, care and thought of President Young for everything that effects the welfare of the Saints. (Our Pioneer Heritage, Vol 11, p. 27, K. Carter.)

In 1876 Alexander Graham Bell invented the telephone. By 1879 Ogden had the first telephone system in the state of Utah. By the close of the nineteenth century, the citizens of Ogden and Weber County had the best telephone system found in the United States at that time. (BBLP, p. 378-9)

The first transportation in Ogden were horses, buggies and wagons. The early pioneers traveled the old Indian and trapper trails. As the communities developed all able bodied men were employed in constructing more usable roadways. Brigham Young granted Captain James Brown the right to construct bridges over the Weber and Ogden rivers for travelers. \$1,000 was granted out of the public treasury to begin the construction. All travelers, their wagons and animals were charged anywhere from 5 cents to two dollars to cross the bridges. These bridges were to be turned over to the road commission in five years to become the property of the territory. Public highways were to be built and maintained by appointed commissioners

financed by a poll tax upon the citizens. Before the bridges some people lost their lives trying to ford the rivers especially during spring run off. (BBLP, p. 380-85)

The Ogden Street Railway Company was incorporated on May 29, 1883. Lorin Farr was one of the directors. The agreement was that the company would have the railway extending from the 28th Street to Ogden River bridge on Washington and from Washington to the railway depot on 24th and 25th streets completed and in operation before June 1, 1884. Teams of mules pulled the cars and one of the early drivers was Lorin's son, John. (BBLP, p. 387)

Before railroads and streetcars freighting by wagon was the means of obtaining needed supplies. Clothing, glass, nails, sugar, iron, farm implements, printing presses, equipment for gristmills, sawmills, blacksmith shops and dozens of other enterprises were needed. In the early days these items were hauled across the plains from the Missouri River in heavy wagons drawn by ox teams or mules. Many of these articles were shipped overland from the mid west to Utah. There was also a freight line from San Francisco to Utah. Goods would be shipped to the Pacific Coast by boat and then freighted in. Often the wagons coming from the east were loaded with necessary farm products for the miners in California and sent west. Then the wagons would be again loaded and sent back to Utah. The cost was \$140 per ton from California to Utah. It would often be a two to three month trip due to road conditions. These freight wagons were the largest and strongest on record. After studying the requirements for freighting many were built in Sacramento. The wheels measured six feet across. Two to three of these huge wagons were hitched together and drawn by as many as sixteen oxen and later sixteen to twenty four mules. The lead wagons hauled 7,000 pounds and the trailers as much as 5,000 pounds each. These large wagons were known as 'prairie schooners.' (BBLP, p. 393)

Lewis W. Shurtliff was one of the early Weber County freighters. His father, a wheelwright and joiner, constructed many of the wagons and other vehicles used in crossing the plains. When Lewis was sixteen he drove four yoke of oxen from the Missouri River to Salt Lake City. He made many trips hauling nails, clothing, shoes, books and other badly needed articles. In 1867 he went on a mission to Great Britain driving twenty mules as far as Julesburg, Nebraska. It took great skill to handle ten teams of mules as he

sat on the wheel saddle mule and guided the animals with a jerk line. One of Shurtliff's trading parties would consist of 50 wagons in a train. Shurtliff was the captain with an assistant wagon master. Besides the drivers of each wagon there were night herders and drivers of beef cattle. The freighters averaged 15 to 18 miles a day. The sun could be blistering often over 100 degrees. At night the wagons were brought into a circle with the cattle in the center. This also formed a defense against marauding Indians. Dinner was cooked and most of the men were in bed by 9:00 P.M. Then they were off again at 7:00 A.M. in the morning.

John Franklin Gay was an early freighter. He came from a poor family and learned hard work early. He drove a four horse coach carrying both mail and passenger from Salt Lake to Laramie, Wyoming beginning at age 15. In 1868 he moved to Ogden and ended up marrying into Lorin Farr's family. He was employed by Farr, Benson and West who had a freighting contract for the Central Pacific Railroad Company. On one of his trips he he carried the payroll of \$100,000 in gold. For safekeeping he hid the gold in a bag of oats. As the large wagon jolted over the rough dusty road, he was stopped by three armed men on horseback. They asked, 'Is this Bishop Chauncy West's outfit?' ' No, it is mine,' he calmly replied. The three horsemen galloped off leaving the treasure they sought buried in the oats. Bishop West had asked John to take the payroll that day as he felt nervous about doing it. Mr. Gay delivered it safely but was too frightened by the incident to ever do it again. (BBLP, p.295-6)

Apparently Lorin Farr was somewhat involved in freighting as Louisa A. McClellan reported in her history that Lorin Farr was captain of a freighting train consisting of seven wagons traveling from Salt Lake City to San Francisco. Louisa sat with her child a top a load of crates of eggs piled high. By journey's end some of the eggs were spoiled giving off a foul odor. (Treasures of Pioneer History, Vol 5, p. 176 kc.)

Later in Ogden the railroad would provide needed transportation as the transcontinental road would be completed west of Ogden at Promontory Point. More is written of this in the chapter on the railroads in this book.

John Farr described the use of the first Ogden City Mule Car coming in 1884. These were the first street cars to come to Ogden. It was almost

impossible to keep these cars on the track in stormy weather. John said he had the laziest set of mules west of the Rockies. Often he had to push the car back on the track sometimes with the help of the passengers. When there was heavy snow they would get the mules at 3:00 A.M. in the morning and run over the track with the snow plow to be ready for the next day. They would meet the passenger trains at the depot. Also required to go outside the city to the resorts to pick up summer excursions. They worked from 10 to 18 hours a day with the drivers getting \$1.50 a day, seven days a week, \$45.00 a month. There were long small seats for the passengers to sit on and no protection from bad weather as the car was open. The drivers had to wear suitable clothing for the bad weather. They had to train some vicious wild mules brought in from Promontory which had never been roped or broken before. (J.F., pgs. 68-9)

(This biographical statement is reprinted from the ongoing biography of Lorin Farr, pgs. 131-137 by David J Farr. From this point on these serial histories will be sent by email in January and June of each year for dues paying members. Eventually they will get posted to our website)