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My American Cousins

Sten Carlsson*

The U.S. Census for 1910 shows that 665,000 persons living in the U.S. were born in Sweden and that 750,000 persons, born in the U.S., had one or both parents born in Sweden. If we add to these figures all Swedish Americans in the third generation as well as the Swedes living in Canada, the sum will be about 1,800,000 Swedes and Swedish descendants in North America. Since Sweden, itself, at this time had a population of five and one half million, it can be said that every fourth Swede was to be found in North America. Since nowadays (in 1980) somewhat more than 4 million Americans count themselves as Swedish descendants — many of these are of course of mixed parentage — while the population of Sweden, including immigrants into Sweden, today is somewhat more than 8 million, one can safely say that today more than a third of all Swedes and Americans of Swedish descent are living in North America.

This means, of course, that the modern Swede in Sweden, has a number of relatives — cousins, second cousins — living in North America. The concentration of such kinfolk varies perceptibly both regionally and socially. Swedes with roots in Halland, Småländ, Öland, Värmland and Dalsland have in general more America relatives, than those coming from other provinces, and least of all in the area surrounding Lake Mälar and the upper reaches of Norrland. In addition it can be said that families with a rural origin have stronger ties to America than those who come from the upper strata of society.

If I test these general statements on the conditions pertaining to my own family, I find that the congruity is quite marked. My own family background is quite mixed, both regionally and socially, and the presence of relatives in North America varies greatly because of these background factors.

Because of chronological factors I shall begin with my maternal great grandmother's family, since I find the first American emigrant here. My maternal great grandmother was Regina Steffenburg (1831–1905). Her father was Jacob Steffenburg (1797–1874), a land owner and state surveyor in the parish of Sunborn in southern Dalarna. According to a family tradition, which must be rather recent, he was himself the descendant of an immigrant to Sweden, in that his ancestor came from southern Germany during the 17th century. In reality the original member of the family, named Jacob

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Staffansson, was most certainly of Swedish provenance; the name Steffen­
burg seems to have been taken by his son in connection with travelling
around the European continent as a journeyman or apprentice. Jacob Steffenburg,
who ranked a notch above the farmer category socially, belonged to a social
milieu, which up to the middle of the 19th century, produced a great many
emigrants, but which later showed a low frequency of emigration. In
addition to this he lived in a province with an average frequency of
emigration. It is therefore quite in order that the number of emigrants has
been quite low among his descendants. The family Steffenburg, however, is
represented among the earliest emigrants, as many other families of the same
social rank. In 1850 Jacob’s 17 year-old son, Bernhard (born 1833), went to
America. After finishing his school studies in Falun and Gäve, he had
become a bookkeeper in a mill in Dådran in the parish of Rättvik in Dalarna.
According to a family tradition he was a restless young man, who among
other things, had ridden a horse up the main stairs of the royal governor’s
residence in Falun. But he must also have been a man of courage. I have in
my possession a medal presented to him by a fire insurance company
(Allmänna Brandförsäkrings Direction) for “his zeal as a citizen.” He
probably received it for some heroic deed in connection with a fire. After his
having received a passport in Göteborg 8 June 1850, he subsequently went on
board a ship named New York and landed 2 Oct. in Boston. After this he
disappeared without a trace.¹ He is one of the many emigrants who never
wrote home. Among all of my relatives he is the only one who met this type of
fate.

So far as I know only two descendants of Jacob Steffenburg went to
America, namely his great grandson, Nils Gustaf Steffenburg from Falun
(born 1887), who settled in Deerfield, Ill and then my maternal uncle, Gösta
Steffenburg, to whom I shall return later.

Regina Steffenburg was married to my maternal grandmother’s father,
Eric Selim Setterlund, a merchant in Falun (1823–1892). He was the son of a
clergyman, in Södermanland, but moved as a young man to Dalarna. Both
regionally and socially he belonged to the group with low emigration
frequency, and one does not find any emigrant among his close relatives.
His son, Rudolf (born 1861), became a sailor, and drowned in his youth off
Charleston, SC, but he does not constitute an emigrant in the usual
terminology.

My maternal grandfather’s mother, Benedicta Olsson (1818–1896) was
the daughter of a soldier, who was born in the parish of Väsby in the
northwestern part of Skåne, but who later moved to Malmö, where he died
already in 1824, as a soldier attached to the Kings Own Enlisted Regiment
(Konungens eget värvade regemente). Both he and his wife, Hanna Rasmus­
dotter (1790-1873), came from proletarian farm families. Hanna remarried a
school master in the parish of Husie (Malm.) outside of Malmö, who later
became a blacksmith in the community of Höganäs in northwestern Skåne.
addition to her daughter, Benedicta, she had only one other child, who reached maturity, a son Jeppa, who is said to have become a grenadier in the city of Linköping and who according to a vague and somewhat confused family tradition spent a part of his life in Australia or some other distant and exotic country.

Benedicta Olsson was married to my maternal grandfather's father, Peter Svensson (1815–1884), who was a master tailor in the village of Tjörröd in Väsby Parish, close to the rapidly expanding mining community of Höganäs. His father had been a sailor and later church custodian in the nearby parish of Jonstorp. Peter Svensson's origin was therefore quite proletarian, but there was a bit of upper class among his ancestors — his maternal grandmother's father had been a cavalry captain and had a German background — and Peter, himself, belonged to what we would term the lower middle class. Quite a few emigrants left the Höganäs area, none, however, of his four siblings or, so far as I can determine, of their descendants. Among his seven sons, however, the youngest of these, Peter Emerentius Svensson (1858–1934), a marine engineer, left for America. His widow and four daughters resided in Fredonia, NY as late as 1937. Whatever happened to them I cannot say.

The oldest of Peter Svensson’s sons, Janne (Jean) Swenson (1838–1920), became a master tailor and city official in the city of Varberg. He and his Danish-born wife from Aalborg, had ten children who reached maturity. The two oldest sons emigrated — the younger of them, Otto Charles (1862–1917), only went as far as Copenhagen, where he became a department head at the Brothers Dahl. The oldest son, Emil Swenson (1858–1919), became the most renowned of my many American relatives. He was born in Aalborg in Denmark but grew up in Varberg. After having taken his examinations as an engineer at Chalmers Technical University in Göteborg in 1879, he went to the U.S., where he was employed by the Carnegie Company in Pittsburgh, PA in 1887. He became chief engineer in 1898 and a consulting engineer as well as his own entrepreneur in 1905. In Pittsburgh he constructed the first steel hopper bottom freight car and the first metal bridge which conveyed molten metal across the Monongahela River. Later he constructed the first steel skyscraper in New York, or at least the metal frame for it. He has a prominent place among the many remarkable Swedish engineers who emigrated to America. He had four children, living in Pennsylvania, New York and California. A grandson was living in Cincinnati, OH in 1976. During the 1970s the family had contacts with the cousins in Sweden.

My maternal grandfather, Emil Swenson (1853–1928) was mayor of Varberg, married to Hilma Setterlund (1859–1907). They had three sons and three daughters, who reached maturity. The children adopted the name of their maternal grandmother — Steffenburg. The two youngest emigrated. My maternal uncle, Emil Steffenburg (1897–1966) became bank president of Hambro’s Bank in London, while my uncle Gustaf (Gösta) Steffenburg
(1899–1965) during the latter part of the 1920s was a bank clerk in New York City. He married a Swedish American woman, Anna-Lisa Hakansson from Göteborg (1894–1979). The couple returned to Stockholm in 1935 and opened a tobacco shop on Kungsholmen in Stockholm. They are my closest Swedish American relatives. They often spoke of their years in America and doubtless had been greatly impressed by their visit there. They were, however, not very pro-American in their pronouncements.

My father's family comes from Småland, a province which witnessed a lively emigration. Seen from a social point of view, however, there is a vast difference between my paternal grandmother's family, which for generations had belonged to the cadre of Swedish clergymen, and my paternal grandfather's family, which belonged to the farming class. It is also, except for a few instances, that it is on my paternal grandfather's side where I have the majority of my American cousins. My paternal grandmother's mother, Sophia Mathilda Nyman (1836–1908) was the daughter of the well-known evangelistic clergyman, named Pehr Nyman (1794-1856), who ended his days as dean in the parish of Urshult in the county of Kronoberg. He had two sons and two daughters. The oldest son, Pehr Nyman (1839–ca. 1901) went to America in 1858. Neither he nor his younger brother seem to have come up to the expectations which their dynamic father had nurtured concerning his sons, and according to a family tradition some conflicts arose between the father and them. We know for certain that Pehr Nyman, Jr. in the U.S. caused much worry and anxiety for his father's friends because of his inability to blend into the new milieu. Here is an example from a letter written in Chicago 7 May 1860 by the famous emigrant clergyman, Erland Carlsson, originally from Småland to another smälanning, the provost in the Cathedral in Göteborg, Peter Wieselgren, which tells the following sad story:

"It makes me sad that I cannot do more for poor Nyman than I have done, but he is impossible. If the Lord is unable to transform his heart, it will be bad for him. He has spent most of his time in Galeburg and the area around there, and I enclose herewith a letter, concerning him, from Pastor Hasselqvist. At the present time Nyman is supposed to be running a small school in a Swedish settlement near Andover. The money which arrived from Sweden I used to buy him some clothes as well as to pay some of his debts. He only received a few dollars in cash. To give him money directly is of no use. Before he receives his inheritance, a guardian should be appointed here, otherwise he will soon spend it all."

During the 1890s Nyman lived in Moline, IL, where he resided with another immigrant from Urshult, Gustaf Lindahl. Gottfrid Juhlin, a pastor in the Augustana Synod, himself a product of Urshult, and later clergyman in the Diocese of Växjö, met him there. He might also have been a soldier at one time. According to a vague tradition in the family he seems to have visited his sister Mathilda and her children in Småland and made the following statement: "Well, well, so these are Thilda's children."

Sophia Mathilda Nyman was married to my paternal grandmother's father, Bengt Henric Rosengrén (1825-1882), of an old clergyman family.
He, himself, became vicar of Hennmèsjo Parish (Kron.). The couple had ten children reaching maturity. None of them emigrated, neither their descendants. Bengt Henric's brother, however, Frans Rosengrén (1823–1889), sheriff in the hundred of Västbo and later in the hundred of Östbo, had among his descendants a recent emigrant, namely Lena Rogard Tabori (born 1944), married in the U.S. to Marty Fried, a film director. She arrived in the U.S. with her mother, the Swedish actress, Viveca Lindfors (born 1920), who during the years 1943–1949 was married to Folke Rogard (1899–1973), an attorney in Stockholm and a grandson of Frans Rosengrén.

My paternal grandfather's mother was Elin Margareta Johannesdotter (1818–1887), the daughter of a farm owner in Burseryd Parish (Jön.), a parish with very many emigrants, above the average for Småland. None of her siblings departed for the U.S., however, and none of their children, but two children of her sister's daughter, Josefa Petersdotter (1847–1919), married to a crofter (torpare) in the parish of Sandvik (Jön.), an annex parish to Burseryd. Her husband went to America and was killed there. The two children, named Möller, emigrated in 1901, but I know nothing of their fates in the U.S.

Elin Margareta Johannesdotter was married to my paternal great grandfather Carl Johan Magnusson (1817–1894), who rented a farm from the Swedish Crown, Övra Lida, sergeant quarters in Burseryd, where he also had been born. His sister, Anna Brita Magnusdotter (1813–1898), was married to a farm owner in Norra Spabo in Burseryd. The couple had eight children. The daughter, Lisa Beata (1851–1930), was married to an August Hanson in the U.S. A son, Johan Heland Spalin (1855–1932), who later became a farm owner in Norra Spabo, became the ancestor of a great many Swedish Americans. His daughter, Hulda (1883–1980), had a son in Los Angeles. A son, August (1892–1963), stayed in the U.S. 1912–1920, before he returned to Norra Spabo. The daughter, Selma (born 1893), resided in the U.S. 1913–1922. The son, Gustaf Emil (born 1896), emigrated 1915 and settled in the state of New York. His brother, Karl Julius (1899–1982), who emigrated 1923, also lived there. Finally it should be mentioned that August Spalin's son, Karl Erik (born 1913), emigrated 1929 and also settled in New York State. Several years ago I happened to be bicycling past Spabo and found there that some dweller or visitor, probably a Swedish American, had in this far and remote village put up street signs with the name “Main Street” and “Times Square.” Finally it should be mentioned that Anna Brita Magnusdotter's youngest daughter, Anna Rylander (1858–1912), who was a grade school teacher in Burseryd, lost her husband, a young farm owner, in a railroad accident in the U.S. in 1893.

Carl Johan Magnusson's brother, Lars Magnus Magnusson (1822–1900) became a farm owner in Mellan Lida in Burseryd. He had six children who reached maturity. Three of these emigrated to America. The daughter, Anna Larsdotter (born 1864) was married to a foreman, August Nyberg, in St. Paul, MN, who himself was born in the village of Landeryd in the parish of
Långaryd (Jön.), in the same hundred as Burseryd. I have several times met children and grandchildren to them, now residing in St. Paul and Eveleth, MN. Anna's brother, August Larson (born 1869), emigrated 1888 and lived first with his sister in St. Paul and then became a farmer in North Dakota, later in Ely, Manitoba, Canada, where he bought a farm and had a good income. Later he settled down in San Diego, CA, where he bought real estate and was involved in the construction of the Augustana Lutheran church. I have visited his German-born wife, Flora Jordan (died 1976), and her children in San Diego. The youngest brother, Josef Larson (1873–1957), emigrated 1892 and came to Jerome, AZ, where he had some mining claim and found both gold and copper, which he sold for a good profit. During the dark days of 1929, this farmer's son from Småland was active in the stock markets on Wall Street in New York and is said to have lost $100,000 a day for three days, and still had money left. His story in America is one of the more unusual. He has descendants in California.

Several of Lars Magnus Magnusson's grandchildren emigrated. The daughter, Mathilda (1851–1935), married Mårten Strid in Övra Lida, who spent some time in the U.S. They had five children, of which three emigrated—in 1895, 1900 and 1906. Two grandchildren of hers emigrated 1928 and 1929 but returned to Sweden.

Lars Magnus Magnusson's youngest son, Leander Larsson (1876–1960) remained in Sweden and finally became a farmer in Norra Påbo in Burseryd. Of the nine children who reached maturity, three emigrated. One son, Lars Einar (born 1902), became a painter and decorator in New York City and later in Hope Valley, RI. A son, Gustaf Fridolf (b. 1903), emigrated 1926 and also became a painter in New York City. He was killed in the 1960s when he fell from the scaffolding at a construction site. The daughter, Ruth Agnes Johanna (1908–1974), was murdered in New York City in 1974.

Carl Johan Magnusson's younger brother, Josef Magnusson (1826–1861) became the renter of a farm named Bökelund in the parish of Sandvik. He was drowned in 1861 in an attempt to rescue two brothers-in-law who had gone through the ice on Lake Soten while skating. He left a newborn son, Alfred Sandblom (1861–1892), who emigrated to the U.S., where in 1892 he was killed by being run over by a train.

There remain the fates of Carl Johan Magnusson's own descendants. He had seven children, who reached maturity, of which one emigrated, the oldest son, August (1842–1908). He bought a farm in Stora Holgryte in his home parish of Burseryd, but toward the end of the 1870s he left for America, while his wife, the "America widow" and a small son remained at home. The income he received in America, was from the Småland point of view, fantastic. He returned to Sweden in the beginning of the 1880's, but the American tradition remained in his family. He had seven children, who reached maturity, of which three emigrated. A son, Gottfrid (1891–1925), left for Canada in 1911, where he became a farm worker. He drowned in Winnipeg, Manitoba in 1925. A daughter, Selma (1892–1971), also emi-
grated in 1911. She was married in Chicago in 1915 to a man from Östergötland, Eric Emanuel Hultman, who became a factory worker in Whitehall, MI. A married daughter now lives in the vicinity of Detroit. The youngest daughter, Signe (1897–1953), resided in the U.S. 1916–1921 and then returned there. She was married in 1926 in Chicago to a man from Värmland, Carl Tornquist. After his death, she married a Finnish Swede by the name of Arne Lillmars, who resides in Muskegon, MI. A daughter in her first marriage resided at first in Muskegon, but has now moved to Florida.

August Carlsson's oldest son, Algot Carlsson (1876–1954), became a crofter and school custodian in his home parish. Of his five children, one emigrated, namely Walborg (born 1906). She left in 1923 and was married in Chicago in 1926 to a man from Burseryd, Ernest Erickson, who has been a toolmaker in Chicago. The couple now resides in Whitehall, MI. A son lives in St. Germain, WI, while a daughter lives in Lyons, IL. A granddaughter is a student at Augustana College in Rock Island, IL.

Carl Johan Magnusson's oldest daughter, Adelina Carlsdotter (1844–1892), became a farmer's wife on the parental farm of Övra Lida. She had four children, of which the daughter, Elin Johansson (born 1887), emigrated to America, where she was married to a Swedish American by the name of Anders Ström. They are said to have had five children.

A younger daughter of Carl Johan Magnusson, Anna Carlsdotter (1848–1936) was married to a farm renter in the home parish of Burseryd. She had five children. A son, Peter Sandkvist (1878–1915) became a farm owner in Mellan Lida in Burseryd. He departed for America in 1913, while his wife and two small sons remained at home. Two years later he was killed while lumbering near the city of Shelton in the state of Washington. He was carried to his grave by former residents of Burseryd. Anna Carlsdotter's oldest daughter, Charlotta Johansson (1875–1951), was married to a farm owner in Önnabo in Burseryd, who before the marriage had spent several years in the U.S. Their oldest son, Gunnar Engkvist (born 1901), emigrated 1926 and married in 1935 a girl from Burseryd by the name of Astrid Nyman. They have owned a farm in Litchfield, MI, where I have visited them. Their son, Carl, is an engineer, residing in Buffalo, NY.

If I go back to my great great grandfather on my father's side, Mågnus Andersson (1777–1840) and his wife, Annika Jacobsdotter (1785–1844), I come to the following summation. The couple had five children, who reached maturity, born between 1813 and 1831. Here as well as in the following material I am not counting children, who died before the age of 15. The number of grandchildren amounted to 22, born between 1837 and 1876. Six of these went to America, one of them returned to Sweden. I know of seventy great grandchildren (the exact number is certainly greater). The years of birth run from 1858 to 1917. Ten of them are born in North America. An additional fourteen have emigrated, of which two have returned. Within this generation, thus, at least a third have become Americans. It is not
possible to arrive at exact figures for the fourth generation. This group includes, however, six new emigrants, of which two have returned. If I stick with my own second cousins on my paternal grandfather's side, I can count to 39. Eight of these are born in the U.S. and two additional second cousins have emigrated. Here I find that a little more than a fourth of them have become Americans.

Within the genealogical framework outlined here I have been able to account for 35 relatives who emigrated to North America, of which 29 remained there (in two cases the individuals returned to Sweden for a short period, and then re-emigrated). The emigration covers more than a century, from 1850 to the 1940s. The destinations of these emigrants have been the usual ones for Swedes — Illinois, Minnesota and Michigan in the Middle West, New York State and Pennsylvania on the East Coast, California and Washington on the West Coast, Manitoba in Canada and then Arizona. In a couple of cases the careers in the economic and technical fields have been brilliant. But one of my relatives disappeared without leaving a trace and another did not succeed in adjusting to life in a new land. Quite a few have succumbed through accidents.

The purpose of this little essay is to give a concrete example of how strong genealogical ties have united North America with a rather ordinary Swedish family.

4G. Juhlin, Per Nyman (Västö, 1926), p. 80, note.
The *Helsi*, a newspaper published in Söderhamn, Sweden on 28 July 1848, contained a letter from America, dated Victoria, IL 18 Feb. 1848, and here translated from the Swedish as follows:

"To you my friends in the old country I extend my humble thanks for the last hours spent in your company. I wish to begin this letter by briefly relating something of the journey from Sweden to America, in addition to something concerning my stay here until this very day. On 8 July we sailed from Stockholm and arrived in New York 13 Sept. During practically the entire journey we suffered continuous storms and head winds, until we reached the Newfoundland Banks, which occurred on 28 Aug. at noon. We made a sounding and found that we had only 35 fathoms. At 4 o'clock p.m. we were completely becalmed, whereupon we equipped ourselves with fishing gear, consisting of very fine fishing lines. Four lines were prepared for the captain, one each for the first mate, me and the crew and for the next 2½ hours we hauled in no less than 74 cod, of which most were a pound, and none less than a half pound. You can imagine how much fun we had fishing and we would have continued, had not darkness set in. After this episode we enjoyed fine weather and arrived here in good order.

When we stepped ashore we heard of all the bad things being perpetrated by Erik Jansson and his prophets, how the poor people have starved and some have slaved so hard that they have died. When dead, they have piled the bodies in heaps, since the prophets do not want to bury one at a time, but wait until they have six, seven or eight to bury. Even the healthy people must sleep in the same room where the bodies lie; you can therefore imagine their misery. But the prophets, themselves, live well, disporting themselves with every kind of vice. At this time my wife's eyes were opened and she determined to turn her back on Erik Jansson and his teachings, whereupon she decided on the advice of Pastor Hedström, to join the Methodist Church, which even I did.

We stayed in New York nine days. On 21 Sept. we embarked on a steamship in order to come here. We first arrived at a place named Albany, which consumed seven hours of travel. From Albany we embarked upon a canal boat which brought us to Buffalo. The boat was drawn by two or three horses, which were changed from time to time. This canal is man-made and has a total of 85 locks. You can well imagine how beautiful it was to travel through such gorgeous scenery. Later we continued our journey..."
from Buffalo via steamship through three Great Lakes until we reached Chicago, where we began our journey to the interior of the country. To this place, which was 25 Swedish miles (150 English miles) we arrived on 8 October.

After we had been here a total of eight days, my brother-in-law appeared in order to escort us to the Erik Janssonists, but my wife remained adamant, so that he had to retreat shame-facedly. He had taken Hedin with him, in order to reinforce his invitation, but everything went awry. A week later he returned, nevertheless, when he tempted her to come and visit them, which she did, with the proviso that I was to come after two days and bring her home. But this time it did not work—she did not wish to come and I had to return alone. After she had been there (i.e. Bishop Hill) ten days, she returned with her brother and Hedin in order to fetch her things and return. This was to be accomplished by "hook or by crook," but I decided that neither she nor her things were to be taken. The men in this community are very upset with the Erik Janssonists and called upon the sheriffs, who in turn forbade my brother-in-law and Hedin to take my wife or her things. The men got the visitors to admit their errand, that of fetching my wife and her things, whereupon they were arrested immediately, and within an hour a hearing was held. They were adjudged a fine of $100 each or the posting of bail to appear in court, which will be held this coming May, when they probably would be sentenced to three years in prison. They posted bail and left.

This happened on 30 Oct. On 4 Nov. my wife fled from our house and returned to the Janssonists. What was I to do, a stranger in a strange land? But God rules the hearts of men, and it was the people where I am now lodging, who opened their doors for me, and I am now staying here and feel well, praise the Lord. After seven seeks it seemed to me as if my wife would not return to me, during which time, as you might well imagine, I was beset by constant anxiety. A few days before Christmas I decided to go to the Janssonists—we have only 2½ Swedish miles (about 15 English miles) between us. But they are so puffed up by their selfrighteousness that they do not wish to show any kindness, because they are afraid. I stayed over the Christmas holidays which were celebrated by the women at their sewing and knitting and by the men by their chopping wood or carving wooden beams. In the same manner they also celebrated New Years Day. Two weeks later I was back again, when I discovered that my wife had become quite mean. I have been back several times and each time I go there she seems more hostile than before, in fact the last time I was there, I could not even sleep in her house, the two nights I spent there. You can well imagine, therefore my present condition. I accept this cross, however, as punishment for the fact that I did not remain in my own homeland, and yet I must praise the Lord, who continuously supports me. I enjoy good health and get along well with the people, where I reside. I eat when I am hungry and work when I am able.

My wife has now been absent from me for three months, which means that she has not had the opportunity of looking after my clothes, or mending them, but last week she came and was quite friendly and I thus allowed her to take some of her clothes with her. I am considering moving there (to Bishop Hill) in order to try to stay there, but I will never accept their teachings. you can be assured that with God's aid and comfort I shall remain steadfast on the Rock of Christ.

I have now told you briefly of my arrival here and the relation-
ship between me and my wife. I will now discuss Erik Jansson. He is very much what he was like in Sweden, with his sermons of doom and damnation for those who do not accept him as being sent by God, even though all of his prophecies have come to naught, and not one of them has been realized. Even his prophecy that many people would flock to his banner has failed, not one person has he been able to win, since people have remained loyal to their sects. He might get a few scoundrels, since they are in plentiful supply around here, and these are just the type of persons who would bring down Erik Jansson and his teachings, which he well deserves. Of the approximately 1,200 persons who left Sweden with the goal of Bishop Hill in mind, he only has about 570 persons left. 200 have left him and dwell here and there in these parts. The remainder has perished, which has been brought about to a great deal by the mismanagement of human life by Erik Jansson and his apostles.

When they died, some of them received caskets, others did not, but were dumped into a common grave much like dead cattle. It is somewhat better now, but even so, there is no burial service, but they are carried out in the middle of the night, much as if they were suicides. The dugout shelters are quite comfortable and hold from 20 to 30 persons. But they have built a wooden house, where Erik Jansson and the other lazy rascals reside. I can assure you, however, that the farmers in Sweden have better stables and barns than they have parlors. Referring to their economic conditions, I must admit that they have done quite well. They have acquired a great deal of land. The place where Erik Jansson lives is called Bishop Hill. They produce a lot of handicraft, which they sell and thus collect money. They even make whisky. My question is this—are they God's people? To which they answer by saying that they do everything to glorify God. Mornings and evenings they have prayer services and on Sundays they have a morning service and yet they sell whisky on the Sabbath. The people receive food and clothing, but not coffee nor sugar—this is kept solely for the benefit of the apostles. Their cooking is Swedish. They have three dining rooms with four long tables in each room. No one is permitted to prepare his or her own food. They are almost as if they were serfs and everything is done by the tolling of the big bell. At 6 o'clock in the morning the bell tells them to rise, at 6:30 it is morning prayers, which lasts until 8 or 9 o'clock, when it rings for breakfast. When they have eaten, the bell is rung for going to work, and then dinner and then supper. When the evening meal has been finished the bell calls them to evening prayers, which have the same duration as the morning session. Everything that Erik Jansson says must be believed and acted upon. He is waxing as arrogant as Nebuchadnezzar and his dream, described in the fourth chapter of the Book of Daniel. The same thing will happen to Erik Jansson as happened to Nebuchadnezzar.

Now I have briefly related to you concerning Erik Jansson and his victims, and it is as true as I have spoken. I might also say that everyone here in the country is angry with Erik Jansson and he has thus gained nothing.

Now something concerning the country itself. It is a good country, the soil is rich and the black loam is easily cultivated. There is plenty of land here, but very little forest. He, who is young, and has money can soon find a piece of property, without going to Erik Jansson. Young people can easily earn money here and yet I would ask my countrymen to stay home in their native land, since here they meet so many difficulties, which they never anticipated.
Here it is easy to raise cattle, since they can remain outside throughout the winter, so that it is not necessary to construct cattle sheds. It is not difficult to procure fodder, since there are wide prairies for many miles around. Cooking is simple but good. Each household has its own stove made of cast iron, complete with a fine oven. These are fired daily with wood or coal, so that they are always hot. Thus one can prepare a meal within an hour's time. The dishes they serve are usually cooked or fried pork, sometimes beef, pickled red beets, cucumbers and onions, cooked cabbage head and carrots. One does not use soups here. Breakfast usually consists of hot rolls, butter, fried bacon and boiled potatoes as well as two or three cups of coffee. At dinner time one also consumes pies and pastries, which though prepared beforehand, are placed in the oven to be heated up. When company comes it is customary to also serve ginger cookies and pound cake. Instead of soups, coffee and tea are drunk. Every cabin is clean and in good order.

Greet relatives and friends from me. I will now close this letter with the wish that you are all well. The Lord bless you and keep you and allow his protective hand to rest over me and you. Don't forget to greet all, all are warmly greeted by their real friend, who here walks the earth as a stranger, but daily has his friends, siblings and brothers in mind. Farewell—it pleases me that I can say this to you, even at this distance.

N. N. 1

P.S. Greet all those who are foolish enough to wish to come here and tell them that they ought to stay at home in their own native land.”

The letter cited above has been attributed by John E. Norton to Olof Bäck, whom I discussed in an earlier article, published in SAG in March of this year, but it can scarcely have been he. Bäck went, as I mentioned, alone, but one year after his wife, Sigrid Hertman, who was an Erik Janssonist. The letter writer, has obviously come with his wife, since he tells us that after his arrival in New York 13 Sept. 1847, he and his wife joined Hedström's Methodist Church, before leaving for the interior. There is therefore little doubt that we here are dealing with a J. Hård 61 years old, and Mrs. Hård, 54 years old, who arrived aboard the Norden at New York on 13 Sept. 1847. These people are doubtless also identical with a merchant sea captain named Carl Hård and his wife, Lovisa Ulrika Hård, born Blombergsson.

Carl Hård belonged to a branch of the ennobled family Hård af Segerstad. He was born in Hanebo Parish (Gävl.) 5 Feb. 1786, the son of Lieut. Johan Adolf Hård af Segerstad and his betrothed, Beata Lundmark. In his second marriage, Carl Hård married Lovisa Ulrika Blombergsson, born also in Hanebo Parish 3 Dec. 1793, the daughter of Fredrik Blombergsson, a civil servant (expeditionsfogde), and Maria Charlotte Söderbom. His second wife was a sister of the book printer, used within the Erik Janssonist movement, Carl Gustaf Blombergsson, who had emigrated already in 1846.

The Hård couple had no children and emigrated to America from the village of Östra Flor in Mo Parish (Gävl.), receiving passports in Gävle 3 June 1847. From the letter we learn that the wife earlier had been a follower of Erik Jansson, but had left the movement when she arrived in New York and heard some of the stories from the Swedish settlement in Bishop Hill.
After the couple reached Victoria, IL, the brother of the wife, in this case, Carl Gustaf Blombergsson, arrived twice from Bishop Hill, the first time in company of a tailor, named Hedin.10 On the second attempt he succeeded in getting the sister to come along and when she later came back to Victoria to pick up some of her clothes, Hård tried to keep her, but she escaped to Bishop Hill. Not even Christmastime 1847 could Hård convince her of returning to him. She remained in Bishop Hill at least until a meeting was held there in May of 1854. In the minutes of that meeting, there is a note in the margin which states that she had left the colony.11

Concerning Captain Hård, himself, we don’t know very much, whether he carried out his plans of trying to move to the Bishop Hill colony. We only know that he was dead when Daniel Londberg wrote his letter from Galesburg 30 Oct. 1849.12 Londberg in his letter asks the recipient of the letter to inform Bodell in Söderala concerning Captain’s Hård’s death. It is highly probable that the addressee of Hård’s letter of 18 Feb. 1848 is precisely this Bodell—Hans Olof Bodell, an army sergeant, living in Mariedal in the parish of Söderala (Gävl.).

1N.N. used in this context stands for the Latin phrase nomen nescio, meaning that the name is unknown. Used in Swedish it carries the same significance as the use of John Doe or Richard Roe, used in English legal parlance to designate an unknown or unidentified person.


4Followers of the Swedish sect leader, Erik Jansson, who in 1846 established the communalistic settlement in Bishop Hill, IL.

5Olof Gustaf Hedström (1803-1877). Swedish Methodist pastor in New York, who at his chapel on board the Bethel ship in New York’s harbor met many of the early Swedish immigrants. In some instances he recommended that in going West the immigrant head for Victoria, IL, where there was land, and where his brother, Jonas Hedström (1813-1859), pastor of the local Methodist Church stood ready to help.


9SPANY, 71, note 35.

10Nils Jonsson Hedin, a tailor, had arr. in New York 21 Sept. 1846 and became one of the leaders in the Bishop Hill colony. — SPAN Y, pp. 104, 105, note 47.


12Dan. Londberg, Nytt brev från Amerika om Erik Janssonets tillfåndad drömmade (Söderhamn 1850); Paul H. Elmen, Wheat Flour Messiah. Eric Jansson of Bishop Hill (Carbondale & Edwardsville 1976), p. 143 gives an erroneous identification of Londberg’s Captain Hård. Also erroneous is the statement in SPAN Y, p. 149, note 30, that the John Hart, who received his naturalization papers as a U.S. citizen 5 Oct. 1857 is identical with the passenger aboard the Nordlen.
Americans of Swedish descent, whose ancestors made the long journey from Sweden to America, find the Swedish emigration phenomenon divided roughly into three time periods. These periods correspond roughly to (a) — the early emigration era, i.e. up to the 1850s and 1860s, (b) — the middle period, which saw the culmination of emigration, and (c) — the period just prior to and after the First World War.

The first period coincided with the sailing ship era, when Swedish sailing vessels from Göteborg, Stockholm and the Norrland ports of Gävle and Söderhamn, ferried passengers the entire distance from Sweden to America. With few exceptions, the Swedish emigrants who left Sweden during the period 1820–1860, went the entire distance on Swedish or foreign vessels.

The second period begins with the advent of the improved and more dependable steamship, the acceleration of emigrant traffic and the need for speedier communications across the Atlantic. This was the time when the journey was split into two segments — the first being the trip across the North Sea from Copenhagen, Göteborg or the Danish port of Esbjerg, located on the west coast of Jutland, directly to Hull on the east coast of England. From Hull the transportation of thousands of emigrants was carried out via the railway to Liverpool, where the giant British transoceanic steamships were tied up, waiting to receive their human cargoes. Despite the inconvenience of splitting the journey, the time saved was enormous and emigrants could now, hopefully, make the westward journey in much shorter time. It is true that many emigrants, particularly from southern Sweden, found it preferable to travel to Germany and then via Hamburg or Bremen travel the long journey across the North Atlantic. It is estimated that roughly 15% of the Swedish emigrants chose this method.

The third epoch begins in the last decades of the 19th century and the first decades of the 20th century, when the Thingvalla Line out of Copenhagen, later to be renamed the Scandinavian American Line and later, in 1915, the Swedish American Line out of Göteborg, were able to offer direct and speedy transatlantic service aboard modern and comfortable steamships. It is the middle period, however, which chiefly interests us, for this is the period which more than the two other, involved the majority of the Swedish emigrants who sought a new life style in the West.
Efforts to provide direct service via steamships between Göteborg and Hull had begun already in April 1834, when a British company, the St. George Steamship Company of Liverpool, dispatched its first steamer, the *Superb*, from Hull to Göteborg. It was followed by another vessel, the *Cornubia*. The steamers kept to the schedule fairly well, but the number of passengers, who availed themselves of this new swift means of transportation were few, varying from five to ten each journey. Also, because of the cholera epidemics which raged at this time and which forced the ships to go into quarantine at Kånsö, outside of Göteborg, traffic slowed and the number of passengers was further reduced. This first start in steamship service lasted but through the summer of 1834. By the time the ice broke up the next spring it was back to the sailing vessels again, the company having lost too much money on the venture.

The hope of inaugurating regular steamship traffic between Sweden and England still remained, however. In 1840 the British firm of Wilson, Hudson & Co., situated in Hull opened traffic between Hull and Göteborg with two leased steamers, the *Glen Albyn* and the *Innisfail*. These were in turn replaced by two other vessels, the *Scotia* and the *Express*. Also this second attempt failed, after but two years.

It was during these two years, however, that despite the paucity of passengers, something happened which was to create an entirely different situation. On board the *Innisfail*, which arrived in Göteborg from Hull on 19 Aug. 1842 was a Swedish passenger, who was returning to Sweden, after a grand tour, which had included a visit to the United States. He was Robert Rettig, the son of the Swedish tobacco tycoon in Gävle, Per Christian Rettig. On the journey across the North Sea young Rettig had made the acquaintance of an Englishman, David Wilson, a son of the ship's owner in Hull, Thomas Wilson. Robert Rettig brought David Wilson and his brother John West Wilson to Gävle, where both spent some time studying Swedish and pursuing mercantile studies.

On 1 Dec. 1843, John West Wilson, then but 28 years old, founded in Göteborg the shipping firm of J. W. Wilson, which today under the name of Wilson & Co. still carries on the business of shipping and freight forwarding. His father, Thomas Wilson in Hull, owned the head firm in that city, and thus father and son could conduct a transit traffic across the North Sea to the mutual satisfaction of both. In Göteborg, John West Wilson established a thriving business in exporting to England — oats, cattle and Swedish wood products, importing to Sweden coal for the infant but growing Swedish industry.

It was not until 1848 that a new attempt was made to establish regular steamship service between Göteborg and Hull. Despite the former failures, many things had changed, not least the burgeoning emigrant traffic and the recent discovery of gold in California. Plans advanced slowly. Wilson suggested a contract with the Swedish Government that he would carry all mail free of charge, if the Government would waive all port charges in
Sweden and Norway. After two years Wilson finally had his contract and on 29 June 1850 the first steamer Courier arrived in Göteborg with several passengers on board. After that a vessel departed from Göteborg every fortnight, touching at the port of Kristiansand in south Norway en route. In the beginning the service ran into some difficulties, particularly the cholera epidemic, which again forced vessels to go into Kånsö Quarantine for long periods of time. In March of 1851, however, the first World’s Fair was opened in London and traffic began picking up. The first tariffs were announced. The round trip between Göteborg and Hull in first class commanded a price of seven pounds, in second class it was four pounds. The railway journey from Hull to London was a little more than a pound.

By the fall of 1852 the Courier was replaced with a brand new vessel, the steamship Scandinavian, measuring 500 tons, which provided the direct weekly connection with Hull, without going via Kristiansand. As a rule the journey across the North Sea consumed about 52 hours of travel.

The emigration to America, which during the 1840s had begun to develop at a modest rate, began in the 1850s to accelerate beyond the wildest dreams. The English steamship lines began building bigger and faster ships in order to compete with the sailing vessel traffic. Here the steamships could offer the speed which shrank the time consumed on the Atlantic run from period of eight, ten and up to twelve weeks to an average of a fortnight. John West Wilson saw the opportunities and began negotiating with the British Atlantic lines to coordinate the traffic by sending passengers to Hull, then by rail to Liverpool, the giant departure port for all of the British Isles, as well as part of the European continent. Wilson thus inaugurated a service which was to continue uninterruptedly up to the outbreak of the Great War in 1914.

Thus the Oscar, a spanking new propeller driven steamship, measuring 700 ton and built in 1853, was able to sail for Hull from Göteborg 19 May 1854, carrying 120 emigrants. In June of the same year the Oscar carried no less than 350 Swedish emigrants. At that time there were no less than 1,500 individuals from various parts of Sweden lodged in Göteborg, waiting for space to cross the North Sea and the Atlantic. As the emigration grew, so did also the Wilson Line. At times it was necessary to bring over extra steamers from Hull to cope with the immense traffic. Among these temporary vessels, which aided the emigration effort, were such ships as the Baltic, Humber, Propeller, Hamburg, Neva, North Sea, Kingston, Hawk, Jupiter, St. George, Arctic and many others.

In 1859 the Wilson Line added a new vessel, the Arctic, which measured close to 700 tons. Increased emigration forced the line to acquire two new and modern steamships, the Argo, measuring 716 tons and which could carry 282 passengers and the Pacific, which measured 688 tons and could handle 302 passengers. Soon another vessel, the Hero, measuring 985 tons joined the traffic and made the crossing over the North Sea in the record time of 39 hours. Argo and Oder, the latter measuring 694 tons, were to be the regular steamships which plied the North Sea continually through the 1850s,
Emigrant Traffic on the North Sea

and 1860s. The number of passengers increased. By 1865 the Wilson ships averaged between 170 and 200 passengers on each journey and on one journey alone, the Argo was filled to capacity with 300 passengers. The emigration scene in Göteborg on those days when the vessels left for Hull was one of excitement, confusion, anticipation as well as sadness. The Göteborgs Handels — och Sjöfartstidning carried a story on 26 Aug. 1865, which paints the scene as seen by the newspaper’s reporter:

“Every week we witness larger and smaller groups of peasants from almost every province in Sweden, who have arrived here, ostensibly to travel with the large British steamships to the New World. The entire deck is covered with chests and bed clothes. The motivating drive for making this journey is the fact that relatives in America have written letters, telling of how good life is over there. Thus one sells house and land in order to make the journey.

Down in the harbor, where the Hull steamer Argo is docked there is life and activity. The deck has to be cleared before departure, and now everybody is working desperately to stow the baggage. The emigrants are to be quartered on the middle deck. The cargo consists of sawn timber and between the cargo and the deck there is enough room, so that one or two hundred persons can lodge here comfortably. Along the sides of the vessel are provisional seats, which also may be used for a head rest for those who wish to sleep. Here, also, the bed clothes are spread ready for the night’s rest.

The large hatchway provides the room with light and fresh air. Even around the engines, emigrants have made themselves comfortable. Boys and girls, mothers with babies, still Nursing, young and old, every class of humanity is represented here. The family fathers are attempting to cheer up their families, telling them to keep up their courage. The women seem passive. The Word of God is on their lips and with tearful eyes and anxiety in their hearts they attempt to sing a religious hymn in their solemn meditation. The men busy themselves seeing that everything is in order. They then settle down around a sea chest, take out their provisions of pork, meat, butter, cheese and bread. They are loquacious and freely dispense the one “for the road.”

Now the signal is given and the departure is at hand. Now the situation changes. Friends and relatives leave the ship. The passengers gather along the railing for the last look at the city. Now, the engines start up and there is unrest on board, weeping, moaning, crying and shrieking is heard. Many of the passengers change their moods as they soberly reminisce about their homes and life in their native land. “Farewell, dear Sweden” is the cry one hears from many lips. Soon one can see nothing of the Argo in the beautiful September (read August) evening but the pillar of smoke streaking across the horizon.”

Greater hordes of emigrants made it necessary to build larger and more commodious vessels. In 1866 a new Hero arrived in Göteborg (the old one had been sold to Australia). It measured 1,034 tons and could carry 550 passengers. The Argo was replaced with the Albion, which measured 1,066 tons. But it was in the late 1860s and the 1870s that the Wilson Line really increased its carrying capacity. Two ships, the Orlando and the Rollo were
built in Hull 1869–1870 and measured the unheard-of size of 1,500 tons and could carry from 800 to 900 passengers. These vessels served the emigrant trade for many years and thousands and thousands of Swedish emigrants began their journeys to the United States aboard one of these two sturdy vessels. In 1881 another vessel, the *Romeo*, measuring 1,855 tons, replaced the *Rollo*. The *Ariosto*, measuring 2,376 tons, the largest ship which at that time called at Göteborg regularly was added in 1890. In later years two other Wilson ships were added to the Göteborg-Hull run. These were the *Calypso*, measuring 2,876 tons, built in 1904 and the *Eskimo*, built in 1910, measuring 3,326 tons.

As mentioned earlier, the outbreak of World War I brought an abrupt end to the emigrant traffic between Göteborg and Hull. When the war was over it was the Swedish American Line that was to take over as the transportation medium for Swedes wishing to migrate. But that is another chapter.

For thousands of Americans, who have heard their parents and grandparents speak about their first chapter of their odyssey to the New World, names like the *Orlando*, the *Rollo*, the *Romeo* and the *Ariosto* evoke a nostalgia which is difficult to describe. These were the ships that furnished the first break in the link that tied them to their native land.

**Some Statistics Concerning the Wilson Ships**

<table>
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<th>Name of Ship</th>
<th>Year Built</th>
<th>Built Where</th>
<th>Length</th>
<th>Beam</th>
<th>Draft</th>
<th>HP</th>
<th>GRT</th>
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<tr>
<td>Rollo</td>
<td>1870</td>
<td>Hull</td>
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<td>32'2&quot;</td>
<td>19'</td>
<td>300</td>
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<td>19'</td>
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<td>38'0&quot;</td>
<td>20'</td>
<td>400</td>
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</tbody>
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The *Orlando*
The author wishes to thank the Merchant Marine Museum of Göteborg (Sjöfartsmuseet) for its kind cooperation in providing all of the pertinent material for this article. Much of the material dealing with the Wilson Line was taken from the anniversary booklet published in 1943 to mark the centennial celebration of Wilson & Co.
Genealogical Queries

Queries from subscribers to Swedish American Genealogist will be listed here free of charge on “space available basis.” The Editor reserves the right to edit the question to conform to the general format.

Holgersdotter, Holgersson
I am looking for descendants of the following persons who emigr.
1. Per Johan Holgersson, b. 6 Aug. 1851, who emigr. first to Norway and then to America.
2. Victor Holgersson, b. 4 Oct. 1870; arr. in the U.S. 18 Feb. 1887.
3. Ada Elina Holgersdotter, b. 19 May 1875 or 1876, arr. in the U.S. 25 Nov. 1892.
These persons are the children of Holger Olsson and Anna Andersdotter, all b. in Jämjö Parish (Blek.).
Mrs. Cecil C. Robertson
R.R. #4, Box 44
Enid, OK 73701

Sampson
I am looking for information concerning my husband’s great grandfather, James Sampson, b. in Grenå, Denmark 24 Jan. 1853. He was a seaman and on one of his journeys he was shipwrecked and was forced to live on an island for six months, according to a family tradition.
Mrs. Donna Ward
1139-A Gateview Ave.
Treasure Island Quarters
San Francisco, CA 94130

Gabrielson, Ericson, Turner, Wills
Would anyone have information on Anna Louisa Gabrielson, who m. the Rev. Olin Swanson in Galesburg, IL 10 Sept. 1897. I desire to know what happened to her grandchildren—Frank Freeman Ericson, Helena Swanson Turner and Marjorie Gillman Wills.
Stålberg

I am looking for information concerning four sons of Gustaf Stålberg, a smith in Munkfors in Värmland, who was b. 1829 and d. in Munkfors 1917:

b. Karl-Johan Stålberg, b. 23 Jan. 1867; emigr. 20 April 1884.
c. Oscar Emanuel Stålberg, b. 13 Aug. 1870; emigr. 6 May 1890.
d. Fritz Otto Stålberg, b. 1873, emigr. between 1891 and 1895.

Christer Ode-Lundberg
Ekersgatan 15
703 42 Örebro, SWEDEN

Kölingared—Jamestown, NY

The parish historical society of Liared (Liareds Hembygdsförening), near Ulricehamn in Västergötland, is about to publish a series of approximately 60 letters written in Jamestown, NY at the end of the 19th century. In order to expand the picture of life among the Swedes in Jamestown the historical society is aiming at contacting all descendants of those Swedes who emigrated from the area around Ulricehamn (particularly the parishes of Kölingared, Liared, Knätte, Böne and Kölaby) and then settled around Jamestown, NY. We are particularly anxious to reach descendants of the letter writer, himself, John August Olson, who was b. in Kölingared 1 Sept. 1846. He was m. the first time to Carin (Carrie) from Dalarna and for the second time to Augusta Johansdotter, b. in Liared in 1856. There were the following children—Olof, b. in Portland, NY in 1875; David Johan, b. in Gerry, NY in 1881; Anna Maria, b. in Jamestown in 1889 and Carl August William, b. in Jamestown 1891.

John August Olson d. in 1891 and Augusta remarried Johan August Petersson, b. in Timmele Parish 1846. They lived in Brockton, NY, where their s. Melvin Ernest Severin Peterson was b. 1899. When Johan August Peterson d. in Brockton in 1924 the following persons were named in the obituary—Carl A. Olson in New York; John Carlson in Warren, PA; Mr. and Mrs. Theodore Wistrand; Ed Johnson and Mr. and Mrs. C. D. Hanson, all of Jamestown. In addition the sons Fred and Melvin Peterson were mentioned. There were also ten grandchildren and three great grandchildren.

We hope we get some answers to this query.

Anna-Lena Hultman
Lilleskogen, Hössna
523 00 Ulricehamn, SWEDEN
Larsson, Lofqvist
I am looking for information regarding the following siblings, who left for America:
   a. Per August Larsson, b. 26 July 1856.
   b. Hilda Larsson, b. in Västra Ryd Parish (Ög.) 29 April 1864.
   c. Carl August Larsson, b. in Sund Parish (Ög.) 17 Aug. 1869.
All we know is that one of the two additional siblings who remained in Sweden, Anna Charlotta Dorotea Larsson, b. in Sund 4 Feb. 1872, was invited to come over to America when she was 12 years old, which would be about 1884. Her mother did not allow her to proceed, and Carl August Larsson went instead. Another tradition in the family is that Hilda Larsson (b. above) married a chap named Lofqvist.
Rune Elofsson
Duvgatan 10
575 00 Eksjö, SWEDEN

Wahlbom
Harald Wilhelm Wahlbom, b. in Växjö (Kron.) 10 May 1857, the s. of Fredrik Magnus Wahlbom and Gustava Carolina Lund(h). He emigr. to Russia in 1883 and d. in Donetsk in the Ukraine in 1905.
Seeking any information about his life, his descendants and the ancestry of his mother, Gustava Lund(h).
Russell C. Robinson, Jr.
171 Clifton Ave.
West Hartford, CT 06107

Svensson
I am looking for information regarding a relative of mine who emigr. to America:
  Lars Petter Svensson, b. in Rackeby Parish (Skar.) 17 Dec. 1851. He emigr. some time after 1875. Nothing was ever heard from him.
Lisbeth Johansson
Slätthultsvägen 21
443 03 Stenkullen, SWEDEN

Olsson
I would appreciate hearing from a descendant of Jan Olsson, b. in Svanskog Parish (Värm). 13 Jan. 1816. He was m. to Britta Maria Jansdotter, b. in Sweden in 1814. They had eight children, two of whom, Victor and Solomon, my grandfather and great uncle, came to America in 1871 or 1872.
Mrs. H. Johnson Lusk
1406 E. 10th Ave.
McMinnville, OR 97128
Påhlson

I would like to contact descendants of Nils Petter Påhlson and his wife, Christina Jónsdotter (1836- ), from Ángelsbäck in Grevie Parish (Krist.). They were m. in 1860 and had the following children:

a. Johannes, b. 1862.
b. Olof, b. 1864.
c. Johanna, b. 1866
d. Jöns, b. 1868
e. Hilda, b. 1870

Christina Jónsdotter was the sister of my great grandfather Jöns Petter Jönssson (1833-1879).

Shirley E. Johnson
9 South Meadow Lane
Madison, WI 53705

Andersson, Rund

I am desirous of getting information concerning my paternal grandmother’s siblings who emigr. to the U.S. during the 1880’s, probably to Colorado, perhaps eventually to Minnesota. They were:

1. Johan Adolf Andersson Rund, b. 27 July 1863.
2. Christina Charlotta Andersson Rund, b. 26 May 1866.
3. Albert Andersson Rund, b. 8 Dec. 1868.

If anyone can help me locate descendants of these people, please write to:
Åke Eriksson
Brunnsviksallén 3 C
59150 Motala, SWEDEN

Todén, Blomkvist, Andersson, Silverberg

Some of my relatives went to the U.S. at the beginning of this century. They settled in Galveston, TX between 1906 and 1910. They were:

1. Sara Elisabet Todén, b. 2 March 1867; m. Lars Erik Blomkvist, b. 9 July 1866. They had the following children—Svea Elisabet, b. 18 Sept. 1890, m. in Galveston 1907 Edvin Silverberg; Sally Elvira, b. 29 April 1902 and Bror Erik, b. 17 Dec. 1903.

2. Clara Hedvig Todén, b. 15 Oct. 1888; m. Johan Valfrid Andersson, b. 11 Dec. 1886. They had the following children — Esther Naëmä, b. 26 Oct. 1909 and Mildred, b. in the U.S.

Any information of these or their descendants would be most helpful.
Sören Nyström
Tansågatan 10
781 52 Borlänge, SWEDEN
Westberg, Johnson

Our family is seeking information regarding Samuel P. Westberg (perhaps there are alternate spellings), born in the north of Sweden in Oct. 1857. He emigr. in 1874. His father's name was Oscar and his siblings were — George Arthur, John, Axel, Betty, Emma and Freda. We also need information on his wife, Mary Johnson, b. in September 1860 in the south of Sweden and who arr. in the U.S. 1879. Her father's name was Carl and her mother's name was Christina. Sam Westberg and Mary Johnson were m. in Kansas or Iowa.

Mrs. Alma Westberg
230 Morrissey Boulevard
Santa Cruz, CA 95062

Rodeen

I am seeking information on my maternal grandfather. His name was Gustaf Rodeen, b. in Småland ca. 1862. He had a brother, Franz Rodeen, who resided in San Francisco, CA ca. 1906. Franz Rodeen had a dau. Rhoda. Any information I can get on these ancestors would be appreciated.

Mary Louise Elder
19575 Old Ridge Road
South Bend, IN 46614

Månsson/Manson

I am trying to locate information on Nils Månsson/Manson, who was b. in Felestad Parish (Malm.) 4 Jan. 1830. He farmed at Munkagårda, a village in Norra Svalöv Parish (Malm.) and in Källs-Nöbbelöv Parish (Malm.). On 23 April 1852 Nils Månsson m. Boel Larsdotter, who was b. 1832, with whom he had the following children — Anders Nilsson, b. 1853; Lars Nilsson, b. 1855; Boel Nilsdotter, b. 1856 and Elna Nilsdotter, b. 1859. His wife Boel d. in 1862 and his dau. Boel also.

In 1870, after the death of his wife and dau., Nils came to the U.S. Some family members think he may have gone to the Chicago area. He may have remarried and may have had another family in America.

Glenda Knipstein
11900 Oak Trail
Austin, TX 78753
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