

the Timen Stiddem Society

NEWSLETTER



The family history newsletter for the descendants of the immigrant from Sweden in the seventeenth century to New Sweden (Wilmington), Delaware, encompassing the surnames: Stidham, Steadham, Stedham, Stidam and Steddom among many others.

ISSUE 69
WINTER/SPRING
2018

President's Message
Page 2

Editor's Desk
Page 3

Current Stidham* News
Page 4

Our *Other* New Sweden
Forefathers
Page 9

Part I:
Johan Andersson Stålcop
Page 10



Who Wore What When
Page 13

Rediscovering Christopher
[33] Stedham's Home
Page 16

Calendar of Events
Page 18

TSS Marketplace
Page 19



COURTESY SPECIAL COLLECTIONS AND MUSEUMS, UNIVERSITY OF DELAWARE, GIFT OF MRS. JOSEPH S. WILSON, 1967

Our Other New Sweden Forefathers

Part I

Johan Andersson Stålcop

By Larry S. Stallcup



From Volume 1, Number 4,
Fall 1991 Issue of
Swedish Colonial News,
reprinted with permission of
the Swedish Colonial
Society, Philadelphia, Pa.

Johan Andersson of Strängnäs, Södermanland, Sweden, was just a young boy of perhaps 13 or 14 when he was hired by Måns Kling to go to New Sweden as a farm hand. He sailed May 3, 1641, from Stockholm aboard the *Charitas* for Gothenburg, where his ship joined company with the *Kalmar Nyckel*. The two ships departed for the Colony in July and arrived at Fort Christina November 7, 1641. Johan Andersson was soon at work and, with the arrival of Governor Printz in 1643, he became one of the first tobacco planters at Upland (now Chester).

At about the age of 19, Johan Andersson was hired by Governor Printz to be a soldier. With the arrival of Governor Rising in 1654, he was promoted to the position of gunner, an occupation which may have led to his wearing a piece of armor called a breastplate, which probably explains the nickname of "*Stälkofta*" (steel coat in Swedish) by which he was usually called in Swedish records.

During the Dutch invasion in 1655, Johan Stälkofta was the gunner at Fort Trefaldighet (Trinity) at present New Castle. His nickname soon appeared phonetically in Dutch records as "Staelcop" and later passed into English records as "Stalcop." This last version became the basis for the surnames adopted by all of his descendants (Stallcop, Stallcup, Staulcup, Stalcop).

Under Dutch rule Johan Andersson Stålcop began acquiring land and eventually

owned the greater part of the land now occupied by the City of Wilmington. He married Christina Carlsdotter, the daughter of Carl Jönsson. Carl Jönsson and his family, from Letstigen in southeastern Värmland, Sweden, arrived on the *Mercurius*, the last expedition to the colony, which reached the Delaware River in 1656 after New Sweden had fallen to the Dutch.

Johan Andersson and Christina Carlsdotter established their home only about 400 paces (approximately one-quarter mile) west from Fort Christina. Their seven known children and their approximate year of birth were:

1. Anders (Andrew), born 1656, who married Catharine (parents unknown) and had five children before his death c. 1692.

2. Charles, born 1658 and died, unmarried, in 1692.

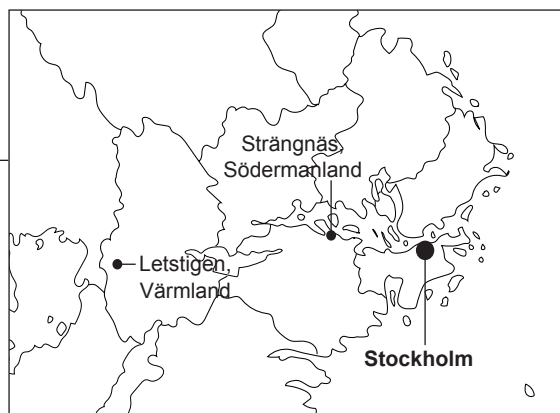
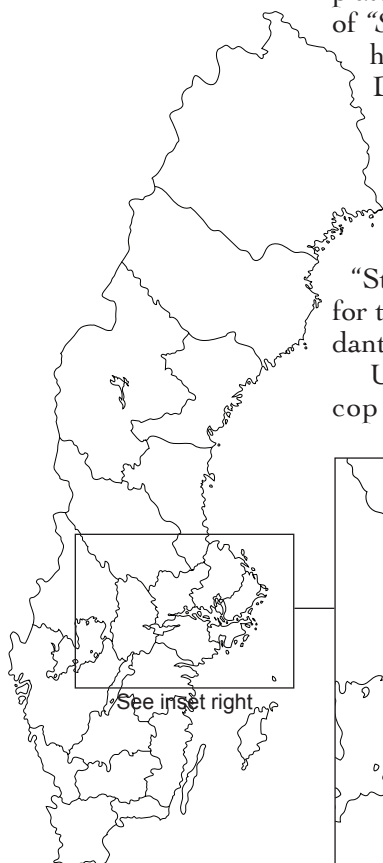
3. Daughter (name unknown), born 1660, who was the first wife of Lulof Stedham, and had three children before her death c. 1691. After her death, Lulof Stedham married Catharine, the widow of Andrew Stalcop.

4. John, born 1662, married Annika (daughter of Johan Ericksson). John Stalcop played a large role in the building of Holy Trinity (Old Swedes') Church by providing some of the land (inherited from his father) where the church is built. Later he sold some 250 acres of land to the church for a glebe. John died unexpectedly 1700. He and Annika had four children.

5. Peter, born 1664, married Catharine (daughter of Samuel Petersson). Peter operated a large plantation on Red Clay Creek. He died in 1710, survived by six children.

6. Mary, born 1666, married John Hance Steelman. They had at least four children.

7. Jonas, born 1669, was unmarried and apparently died about 1690.





Johan Andersson Stålcop died in 1685 and Christina Carlsdotter died about a decade later. They probably were buried in the Old Swedish Burying Ground near old Fort Christina which later became part of the graveyard of Holy Trinity (Old Swedes') Church. Today their descendants comprise one of the largest single family units in America.

Christina's Late Arrival

By Larry S. Stallcup

In March of 1656, six months after the surrender of the Colony, Jean Paul Jacquet, Dutch commander at Fort Cassimir sent a letter to Peter Stuyvesant reporting the arrival of the ship *Mercurius* with 130 passengers and asked for instructions. The *Mercurius* had sailed from Sweden before news of the loss of the Colony was received. The English trader, Isaac Allerton, carried the letter to New Amsterdam along with a letter from Johan Papegoja, the commander of the passengers who ask Stuyvesant for permission to land the passengers and cargo. The two letters arrived on March 18 and prompted an emergency meeting of Stuyvesant's Council. The Council sent orders that the *Mercurius* should be sent back to Sweden without leaving any passengers or cargo on the South [now the Delaware] River.

Hendrick Huygen traveled overland to New Amsterdam and made a plea to change the Council's mind. Arriving on April 1, he urged Stuyvesant to allow the passengers to join the colonists but the Council still refused. The ship and all of its passengers and cargo

must leave the South River promptly. Huygen thereupon agreed that he would personally order the *Mercurius* to sail to New Amsterdam with all of its passengers and cargo and gave his personal bond to remain in Manhattan until the ship arrived.

Not consulted were the local native Indians, the Lanape, later called the Delaware Indians by the English. Papegoja wrote, "we decided to set sail for Manhattan. But as soon as the savages or Indians observed this they collected speedily in great numbers, came down to us and reminded us of the former friendship and love which they had for us Swedes, above all other nations, and said that they would destroy and exterminate both Swedes and Hollanders, unless we remained and traded as in the past. Then all our Swedes, who feared the savages, came to us also and protested strongly against us leaving, saying that we would be the cause of their destruction if we departed." Papegoja ordered the ship to turn around and sail upriver. The passengers, with their belongings, landed at Tinicum Island.

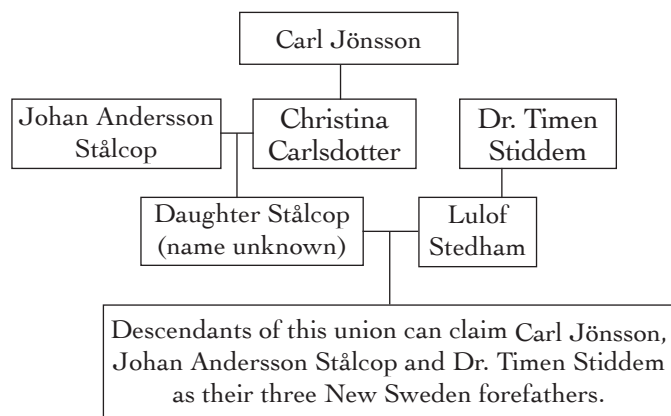
One of the passengers, Anders Bengtsson, later wrote, "the Dutch forbade the ship to travel up the river, would have ignominiously sent it back, if the heathens (who loved the Swedes) had not gathered together, went on board, and defiantly brought it up past the [Dutch] fort."

Reports of "some mishap" between the Dutch and the Swedes or Indians reached New Amsterdam by April 28. Stuyvesant dispatched soldiers overland to the South River to determine what had happened to the *Mercurius*. Five days later Andreas Hudden returned to Manhattan from Fort Cassimir

Engraving 1690-1710 of the city of Strängnäs, Sweden, where years earlier, Johan Andersson was just a young boy of perhaps 13 or 14 when he was hired by Måns Kling to go to New Sweden as a farm hand. Engraving Source: *Svecia Antiqua et Hodierna*

Carl Jönsson story: "Christina's Late Arrival." Stalcop Family Website. 2008-2014, www.stalcop-family.com/groupone.html

Pedigree chart linking these three New Sweden families



carrying a report from Jacquet regarding the behavior of the Swedes and Indians on the South River. The report said the *Mercurius*, contrary to orders, had sailed up above Fort Cassimir to Tinicum Island and had landed passengers there. From the accounts of witnesses, the Council found that the incident was “caused by the obstruction of some Swedes and Finns, joined by some savages, coming on board with Papegoja and remaining on board in a large number until the said ship had passed Fort Casimir,” and that “some of the principal men of the Swedes were at the bottom of it and that also most of the other Swedes, who had taken the oath of loyalty [to Stuyvesant], had been stirred up or misled.” The Council absolved the captain and crew of the *Mercurius* and Hendrick Huygen from any responsibility for this disobedience. It should be noted that the Indians hated the Dutch and the Dutch in turn feared the Indians. It was

decided that Hendrick Huygen and Stuyvesant’s own representatives should promptly go to the South River and negotiate a peaceful settlement.

What a turn-around. The settlement agreement is not on record but the contents can be inferred. The *Mercurius* passengers were permitted to remain. Huygen was permitted to trade the ship’s cargo for a return cargo of tobacco; the *Mercurius* would have safe passage. On July 1 Huygen agreed to pay 750 guilders as duty for the cargo on the *Mercurius*, by then anchored at New Amsterdam, and the ship sailed with its cargo of tobacco arriving back in Sweden September 6. The agreement also called for the establishment of a quasi-independent “Swedish Nation”, subject to oversight by the Dutch, having its own court, its own militia and its own churches, with jurisdiction over the area north of the Christina River.

On August 4, the officials of the new “Swedish Nation” appeared at Fort Cassimir to be sworn in. The first appointments were Gregorius van Dyck as sheriff; Olof Petersson Stille, Mats Hansson (from Borgå, Finland), Peter Larsson Cock and Peter Gunnarsson Rambo as magistrates; Sven Skute as captain of the militia; Anders Larsson Dalbo as lieutenant; and Jacob Svensson as ensign.

Among the passengers arriving on the *Mercurius* was **Carl Jönsson** who departed Sweden with his wife, three daughters and a maid. He eventually settled at Marcus Hook about 1663 where he lived for twenty years. He apparently moved over on the east side of the river about 1683. The last discovered record of him was when he witnessed the will of **Timen Stiddem** on February 1, 1694/5. His daughters included **Christina Carlsdaughter**, soon to be the wife of Johan Andersson Stålkofta. Carl Jönsson left no male heirs.

Christina’s late arrival had profound influences. It created both the Swedish Nation and the Stalcop Family. Two moments in this episode could have easily prevented either event entirely. Had the news of the loss of the Colony arrived in Sweden a little sooner the *Mercurius* probably would not have sailed and the Swedish Nation would never have come into being. Had the ship been forced to sail away without landing the passengers then Christina Carlsdaughter and Johan Andersson Stålkofta probably would never have met and begin the Stalcop Family.



The Swedish Colonial Society is pleased to announce that additional certificates can be attained for those Forefather Members who can prove lineage from more than one Forefather. To start the process, contact the SCS Registrar at Registrar@ColonialSwedes.net.