

## HENRY JAMES HUDSON AND THE GENOA SETTLEMENT

EDITED BY MARGUERETTE R. BURKE

THE town of Genoa, Nebraska existed as a Mormon settlement in 1857-1859, some years before the present town was established. One of the founders and chief citizens of the settlement was Henry James Hudson.<sup>1</sup> When the Mormon colony was disbanded in 1859, Mr. Hudson became a resident of Columbus.

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<sup>1</sup> Henry James Hudson was born in London, England in 1822. He became a convert to Mormonism several years before emigrating to America with his wife in 1851.

In 1856 Mr. Hudson, together with others delegated by the Church to establish colonies, visited Nebraska Territory. In May of the next year he helped found a settlement of 110 Mormon families where Genoa is now located.

After the colony was abandoned in 1859, Hudson removed to Columbus, Nebraska. He was a member of the Nebraska Legislature for one term, 1871-1872, and held a number of public offices, among them postmaster, justice of the peace, county commissioner, and county judge. (Margaret Curry, *History of Platte County, Nebraska* [Privately printed, 1950], p. 751; G. W. Phillips, *Platte County, Nebraska* [Chicago, 1915], I, 60, 281; Mrs. Albert J. Galley, Ms. Notes.)

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The material contained in this article is presently in the possession of Mrs. Albert J. Galley of Columbus, widow of Henry J. Hudson's grandson. It is used here with her permission.

Genoa was set up as a camp or port of call on the Mormon Trail to Salt Lake City. The settlements at Wood River and Pawnee Springs at the forks of the Platte, were other attempts to establish such way stations. Henry James Hudson was among those who helped bring out the colonists who settled Genoa. When the colony was broken up in 1859 by the arrival of the Pawnee Indians to take possession of their allotted reservation, he was the chief spokesman for the distracted settlers.

Gathered here are materials, written by Mr. Hudson. First, there is a diary covering the journey of the settlers from St. Louis to Genoa in 1857, a semi-official journal of the trip, with scattering entries thereafter. On July 1, 1857 he wrote a letter, or report, to the editor of *The Mormon* in Salt Lake City. This letter, discovered by the late Clarence Reckmeyer, and printed in the *Columbus Telegram* in 1928, is again reproduced here. Finally, Mrs. Galley found a copy of a speech Mr. Hudson delivered in Columbus after the Civil War. This speech recounted the founding and growth of the Mormon settlement at Genoa, the reasons for its destruction, and the bitterness felt toward the Indian Agent in charge of the Pawnee at the time.

Throughout the *Journal* and the speech manuscript original spelling and punctuation has been retained.

April 14th, 1857

Left St. Louis  $\frac{1}{4}$  before ten on the S.B. Hannibal<sup>2</sup> destination Florence, Nebraska and all intermediate places. Just as the first Bell rang about 20 minutes before 10 P.M. Bro Sanders stepped overboard but fortunately caught the

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<sup>2</sup> The Hannibal was a sidewheel steamer put into service in 1844. The numerous references to steamboats in the diary give an indication of the amount of river trade in 1857.

wheel and was enabled to maintain his hold until assistance was obtained. We may indeed, regard this escape as a providential one, as the signal to move the wheels and the screams of the passengers were simultaneous, thereby arresting the attention of the engineer and thus saving the life of Bro. Alfred Sanders.

Brothers Turner, Hudson and Brindly<sup>3</sup> met and organized the saints into companies for their regulation during the trip. Jocab Hayball 1 comp, David Jones 2 Comp Welsh, Christian Peter Neilson 3 Danes, Thomas Gibbons 4 comp.

Names of persons on Board of the Hannibal Christian P. Neilson, wife, Blind woman and 3 children, P. A. Erickson wife and 1 child under 12 years, H. P. Dastrupe wife one child under 12, Karen Maria Nielson 4 children under 12.

On leaving the levee we dropped below to take on fuel during which time a strong N.E. wind arose and continued the whole night rendering it very uncomfortable for the deck passengers of whom there was a large number for Kansas in addition to upwards of ..... of the saints we had on board about ..... tons of freight of every description<sup>4</sup> leaving it a very difficult task for the saints to obtain sleeping accomadations and here let me say that Bro Snow<sup>5</sup> exerted himself to the utmost to obtain a passage for the saints at as low a rate as possible which he succeeded in doing after much labor so that the saints were transported to their destination for 4 dollars while the ordinary passenger was paying \$8 on the same boat

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<sup>3</sup> Charles Brindley, one of the leaders of the Mormon colony was with the settlement at Genoa. Later, he became a resident of Columbus where he lived from 1863 until his death in 1888.

<sup>4</sup> Hudson neglected to supply the figures in his diary entry. The total number of passengers on board the Hannibal was 300, and of these 200 were Mormons. (Hugh J. Dobbs, *History of Gage County, Nebraska* [Lincoln, 1918] p. 117)

<sup>5</sup> Erastus Snow was one of the Council of Twelve in the Mormon Church, 1849-1888. He organized a Mormon unit, a Stake, in St. Louis in 1854.

William Crawford and wife and child under 12  
 James Radcliff wife and children  
 Richard Vining, Norman Oldcott (?)  
 Sam'l Howe wife and 2 children 1 half price  
 Edmund Horton wife 2 children  
 Peter Murie, settlement  
 Geo Thomas and mother Thomas  
 John Evans wife 1 child free  
 John Davis 1 full price 4 half price  
 Thos E. Murphy wife 3 children half price 2 free  
 Ralf Smith wife 1 child free 2 half price  
 Thos McNeil wife 2 " " 3 " "  
 Thos Fleight settlement  
 H. Peck and family  
 Thos Gibbons Florence  
 Jarvis wife and child settlement  
 Edwards and wife settlement  
 Nelson and wife Florence  
 Eber Rawlins and wife 2 free 1 half price  
 Ch Bridly settlement  
 H. J. Hudson 1 boy hf price settlement  
 L. Rogers  
 Carter J. Fowkes Chs Leota  
 Dewitt Notsiy (?) E. Agiton (?)  
 T. P. Allen R. Allen Wm Steele  
 Thos. Mills, J. Eames  
 W. Williams Lewellen Dixon  
 David Jones wife 1 child free settlement  
 Morgan " wife settlement  
 Thos Edwards, Seth Mathews  
 John Roberts wife 3 full price 2 half price 1 woman full.  
 Florence  
 John Evans wife 1 child  
 " Purcell  
 John Crawford settlement

Wednesday, April 15 After a slow and easy passage  
 of 15 hours, we reached St. Charles, 45 miles from St. Louis  
 an average travel of 3 miles per hour, the day remained

cold & piercing winds prevailed rendering it extremely uncomfortable. Brother Turner and I deemed it advisable to appoint watchers for the night as we evidently had a hard crowd on board. And in this we were not deceived for as night advanced we saw the propensities of some of the women & men more fully developed with an unblushing effrontery that seemed to be shameless. — — — One case of sickness was found in the wife of Morgan Jones who has suffered a good deal from the intense cold the night previous. No better on retiring to rest  $\frac{1}{2}$ past 9 o'clock.

#### Thursday

April 16 7 am have just landed to wood at Millers Landing 98 miles from St. Louis the wind very cold, frosty, noses blue & bellies grumbling, no bread at the stores, a few eggs to be had at 25 cents per dozen. Nothing of any importance occurred today till evening when a case of measles was developed in a young woman. The captain promised to see in the morning what could be done towards removing (?) the children in the morning. Bro. Turner, Bro Brindly & myself united in a covenant to fast tomorrow and ask the Lord that the disease might be stayed from among the saints and their children. The wind has lulled and is somewhat pleasanter of which no better evidence is needed than to see the large number of men and women out upon the guards which up to this present time have been deserted for the stoves around which they have been huddled like 'Hogs in a Railway car.'

#### April 17 Friday

The day opened with a cold wind and slight shower of hail, at  $\frac{1}{2}$  past 6 a.m. landed at Jefferson City 174 miles from St. Louis & posted a letter to E. Snow, my wife and others. After sundry runnings & scramblings the Passengers all got on board, one wading into the water to reach the stage and another leaping from the bank into the wheel house. last night we had to lay to the shore for a few hours in consequence of the darkness of the night being so in-

tense. About nine o'clock a.m. Bro Turner, Bro Brindly and myself met in our berth a secluded part of the boat & commenced to pray and felt the spirit of God to rest upon us and while engaged, some two or three of the saints came into us and after we had been assembled a short time the Bros kept coming in till we numbered 27 and truly did the saints rejoice after several songs had been sung and some of the Bros. prayed. Bro Turner and myself exhorted the Saints to be faithful and the countenances shone and a hearty amen endorsing the counsel given them. Bro. Thorp sung us a song composed by a S[aint] of St. Louis for the Nebraska Mission and Bro. Dewitt Recited a piece composed by himself on the same subject. We then dismissed by prayer from Bro. Humphrey and was glad feeling the fire of the Holy Ghost in our bosoms. We met again at 4 o'clock and released ourselves from fasting any longer. The day closed with a drizzling rain and at 8 o'clock we reached Booneville 232 miles from St. Louis where we tied up for the night, and thereby giving the saints a fine chance to replenish their provision chests which in some cases had become exhausted. provisions were found plentifully and in some cases below St. Lo. prices.

#### Saturday April 18th

At 5 o'clock this morning slipped the Hawser to resume our journey. The cold was intense, and the decks covered with ice. A quantity of snow had fallen during the night making it unpleasant and tiresome to leave our berths. No case of sickness among the Saints. The case of measels before spoken of appears to be confined to the berth in which it originated. We felt yesterday while fasting that the saints would be preserved. we again met at 10 o'clock am and held a prayer meeting in which some 10 of the Bros united. The cold has not moderated any at noon. The weather continued cold and at sunset appeared to give signs of a cold clear night with a prospect of our going till morning, but about 10 o'clock p.m. we struck on a sand bar and there we appeared likely to remain for every effort was unsuccessful to get her afloat till about 1 a.m.

the Sultan was signalled by our Captain to come to his assistance, so that at 4 o'clock we got off the Bar for which service the Hannibal had to pay the snug little sum of \$400 another evidence of the disposition of the world to gloat over the mishaps and troubles of its neighbors.

Sunday April 19th 1857

This morning the sun rose in splendor giving that peculiar tint that the western waters alone are capable of at sunrise inspiring the soul with that majestic awe that the saint of God loves to feel. The atmosphere is bright and clear but still very cold rendering writing difficult. I have a desire to communicate to Elder Snow & my family but must abandon the thought unless the weather changes. At 7 o'clock we passed Grand River, 301 miles from St. L. at 10 a.m. held our usual prayer meeting and felt refreshed in the afternoon, met several boats. The saints were called upon the Hurricane deck in order that the officers of the boat might collect the fare from the Kansas immigrants. in the evening the weather moderated somewhat. We found the measles had extended to all the family numbering 5 in whose midst it commenced. The saints in good health & spirits much of the spirit of God in our little meetings. At  $\frac{1}{2}$  past 12 a.m. landed at Lexington 371 miles from St. Louis and mailed a letter to brother Bro E. Snow and my wife, in E. Snow's letter I enclosed a due bill of Robert Humphreys to J. H. Hart for \$10.00.

Monday April 20th 1857

This morning at 6 a.m. left Camden only making 18 miles during the night. The air is cool and pleasant feeling spring like, making the spirits buoyant and the heart glad-some. Good nature and friendship beaming on every face. at 11 o'clock a.m. we came along side the Tropic S.B. to wood while she was lying at the same landing & there we found Bros G. A. Smith, Geo. J. Taylor & Bro Hanks on their way up to Florence, and after five minutes chat and a friendly grip of the hand, we had to take our leave after

smashing the guards & divers mischief to the Tropic we tied up at Richfield about one hour to wood and in striking across for Elpaso, we got upon a sandbar and were detained 2 hours. passing Blue Mills Landing at 6 p.m. leaving us just 23 miles more to Kansas City where we shall discharge 60 tons of freight and some of our passengers which is very desirable for today we might have gotten into quite another latitude it has been so warm. This sudden transition from yesterdays cold has made us feel to some extent sickly attendant with headaches which I find a large number are complaining of.

Tuesday, April 21, 1857

At 10 o'clock this morning we landed at Kansas City where we lay till 4 o'clock and discharged some freight and 8 horses, the saints found only 1 store open and no bread to be had. crackers 20 cents per pound, 45 cents per sack for salt, eggs 15 cents per doz. After we had gone about 5 miles we got upon a sand bar with only 2 feet water and dead headwind. We have now been trying for eight hours to get her afloat but I fear there is no chance for us unless a boat should pass along and give us a pull. At our evening meeting a spirit of supplication was among the saints to ask our father to liberate us from our position. While the meeting was assembled the rope which had been fastened to the shore to assist in pulling us off the bar broke and thus was the matter abandoned till morning, when about 3 o'clock a strong wind sprung up from the east and broke our cable and drifted us into the channel.

Wednesday April 22nd 1857

At daylight we commenced to wood and to search for our lost anchor and thus we kept drifting to and fro till about 9 oclock a.m. when we had no sooner recovered our anchor then we found ourselves faster than ever upon the sand bar about  $\frac{1}{4}$  mile lower down the stream. Just at the same time we saw Bro Martindale standing upon the shore hailing some of us to go & help him drive the cattle to Flor-



ence, this was perhaps the more annoying from the fact that  $\frac{1}{2}$  an hour previous we was lying at the bank tied up and the impracticability to take the yawl, for when the cable broke it sank the yawl and lost us 7 oars. We motioned to Elder M. to go to the next wood pile, and how long we shall be before we have a chance to again see him we cannot tell for we appear to be faster on the bar with less water than yesterday. Bro Martindale finding us fast on the bar hired a skiff and came on board after a long trial. The saints manifested much affection and a spirit that gladdened the heart of Bro. Martindale. After the sundry enquiries, prices of cattle, the prospect for feed and the 101 other little things that each one wanted to know, we were soon made to open our eyes and stare like ninnys when we learned that cattle was from \$120 to 125 per yoke and cows from 30 to 35. The skiff left the boat and as we were not likely to be liberated until morning Bro M. concluded to stay all night with us. he then enquired if there was a spare wagon on board but not to cripple the mission. Bro Joseph Young was needing one to start from Parkville, Mo. to Iowa City as his cattle was to be delivered to him on the 1st of May. It was found that Bro. Morrison had one on board that Bro. M. Thought would do although it had no single trees nor tongue yoke. Bro M. was willing to take the responsibility as Bro Young needed the wagon. He wished to think it over and said he would give Bro M an answer in the morning. I was taken very sick about this time and had to retire to my bed 3 p.m. and there lay till evening when we had a meeting near to where I was laying and heard the instructions of Bro M with joy and consolation. still hard aground at 10 p.m. Bro M. invited me to sleep with him as I was so sick and my berth a very cold one. Bros Turner and Sharp giving up their berth to us.

Thursday, April 23rd, 1857

At 5 a.m. a beautiful morning with frosty decks, all looking anxious for a change in our position. At 8 a.m. we got afloat and went ashore immediately for wood. Bro M. saw Bro Morrison about the wagon, he said he thought he

should keep it. Bro Martindale offered him 70 dollars as there was a brother on board that offered him single trees and neck yoke for 4 dollars, but the old man was mulish and could not be persuaded to see his own interest in the trade, in the first place he only gave 50 dollars for it, had no more money and could not possibly take it with him to the settlements and to cling to the vain hope that somebody will haul it for him only establishes his own folly. for the heavy prices cattle are fetching seems more than likely to make it a difficult matter to obtain all that are needed for actual purposes. of course men ought to do as they please but they should not growl if they miss their way when their course is so plain but some men grasp at what they have like the man who clenched the sand, the tighter he clenched the less he had, for he found it had slid through his fingers. Bro M. took his leave of us and left us his blessings taking Bro Jas Oldcott & Geo Moore to assist him. I was obliged to retire to my bed for my fever has returned and I feel very ill. I am indebted to Bro Ralph Dixon of Alton for memoranda from this point at Parkville 472 from St. Louis 2½ p.m. tied up for the night on the Kansas side of the river.

Friday April 24th 1857

Morning bright and clear at about 8 a.m. landed at Leavenworth City discharged some freight & passengers and took some on board and after the saints had procured a small supply of provisions which in some instances was lower than towns below of older growth. Salt 25 cents per sack Bread fair sized loaves 10 cents eggs 15 cents sugar 6 lbs \$. Passed the Fort 10¼ a.m. not stopping reached Weston Mo. 506 miles 11½ a.m. discharging and receiving both passengers and freight and again provisioning. Met the A. B. Chambers at 3 p.m. called at Atchison and took on some more passengers. 544 miles. arrived at Columbus Landing ¼ 8 p.m. and tied up for the night and discharged 6 cabin passengers being now 550 miles on our journey

I am able to renew my memoranda.

Saturday April 25th 1857

We left the landing at 4 a.m. the morning being beautiful and promising but had not traveled one mile before crunch we went on another sandbar. At  $\frac{1}{4}$  9 the E.A. Ogden passed us in half an hour after we got afloat and put into Doniphan & left several tons of our freight for it was evident that we could not reach St. Joe with the freight we had on the boat for the river was falling fast. A number of the Bros. got employ at 25 cents an hour which was indeed a godsend for was 4 hours unloading & thus made them a dollar. I felt glad to see some of them so willing, mingled with annoyance at others who was dependent upon some Bro who were straitened for their sakes and would not work but rather run over the woods wasting their shot and powder that they still owed for and was in fact the little they had to depend upon in more urgent time ahead of them. They will know it and we shall have to remind them and reward their folly. At the dinner table Gen Lane<sup>6</sup> of Kansas notoriety sat with some of his friends and looked much better than when I saw him last summer. I presume he thinks himself fairly established and his fortune made, This I doubt. I do not like the looks of matters in the Terr. at the points we have stopped. Doniphan is growing fast but has received a check for the extortinate prices asked for the lots of course the monies spent to maintain power must be refunded for I know from good authority that \$2.00 per day board and ammunition was paid men to fight in Kansas. At 4 p.m. we started again and after much backing and rounding we got into deep water and at 8 $\frac{1}{4}$  p.m. we reached a wood pile where we tied up for the night and cleaned our boilers which was necessary for the mud had settled so thick that the water could not touch the plates and thus caused them to blister. This I am sensible is a risk to run in this state but I pray our Father to preserve us in safety. I have no doubt if the boat returns safe to St. Louis her boilers will undergo a thorough repair.

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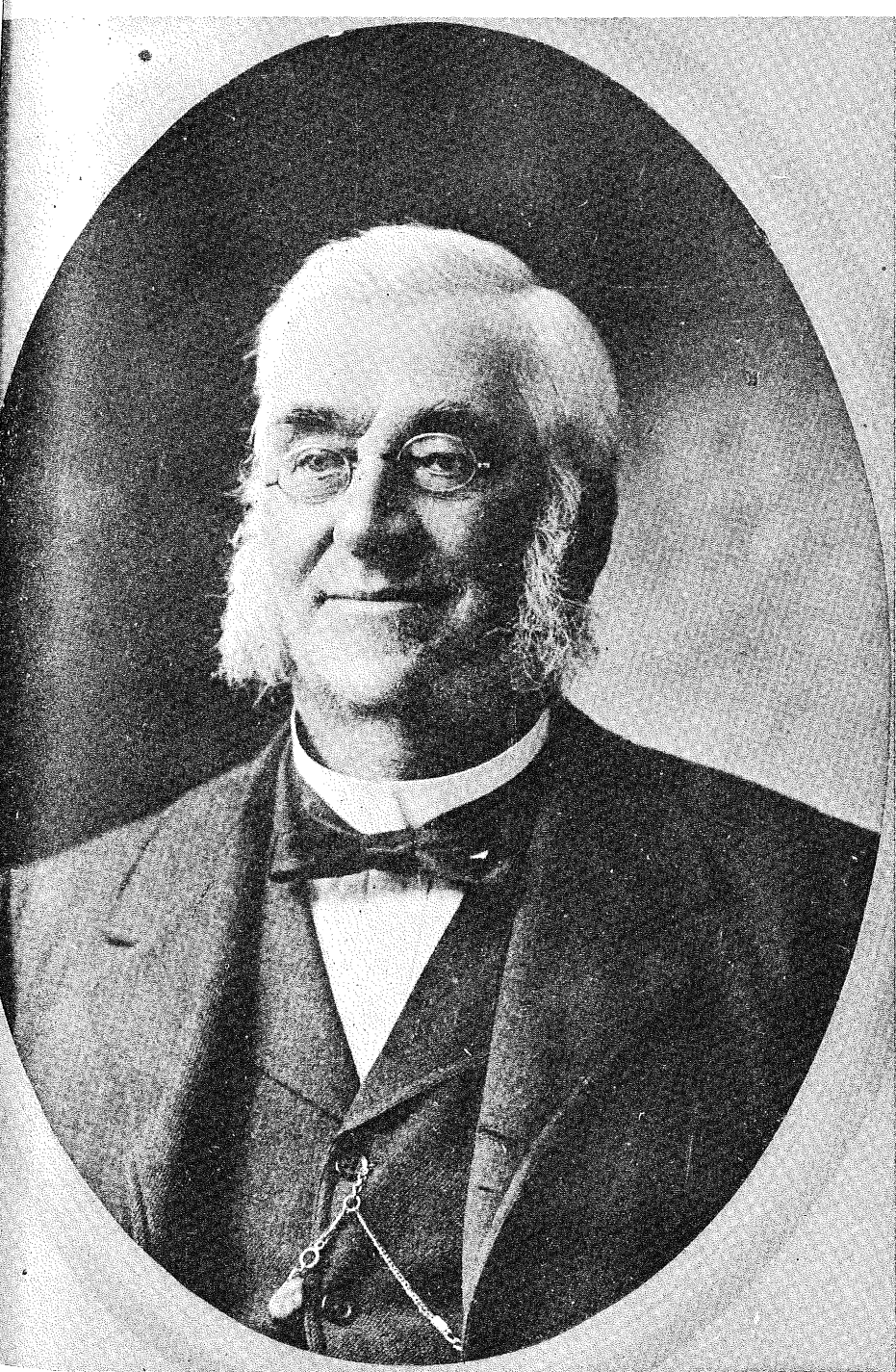
<sup>6</sup> James Henry Lane, Kansas political leader and soldier during the Kansas contest and Civil War period.

Sunday April 26th, 1857

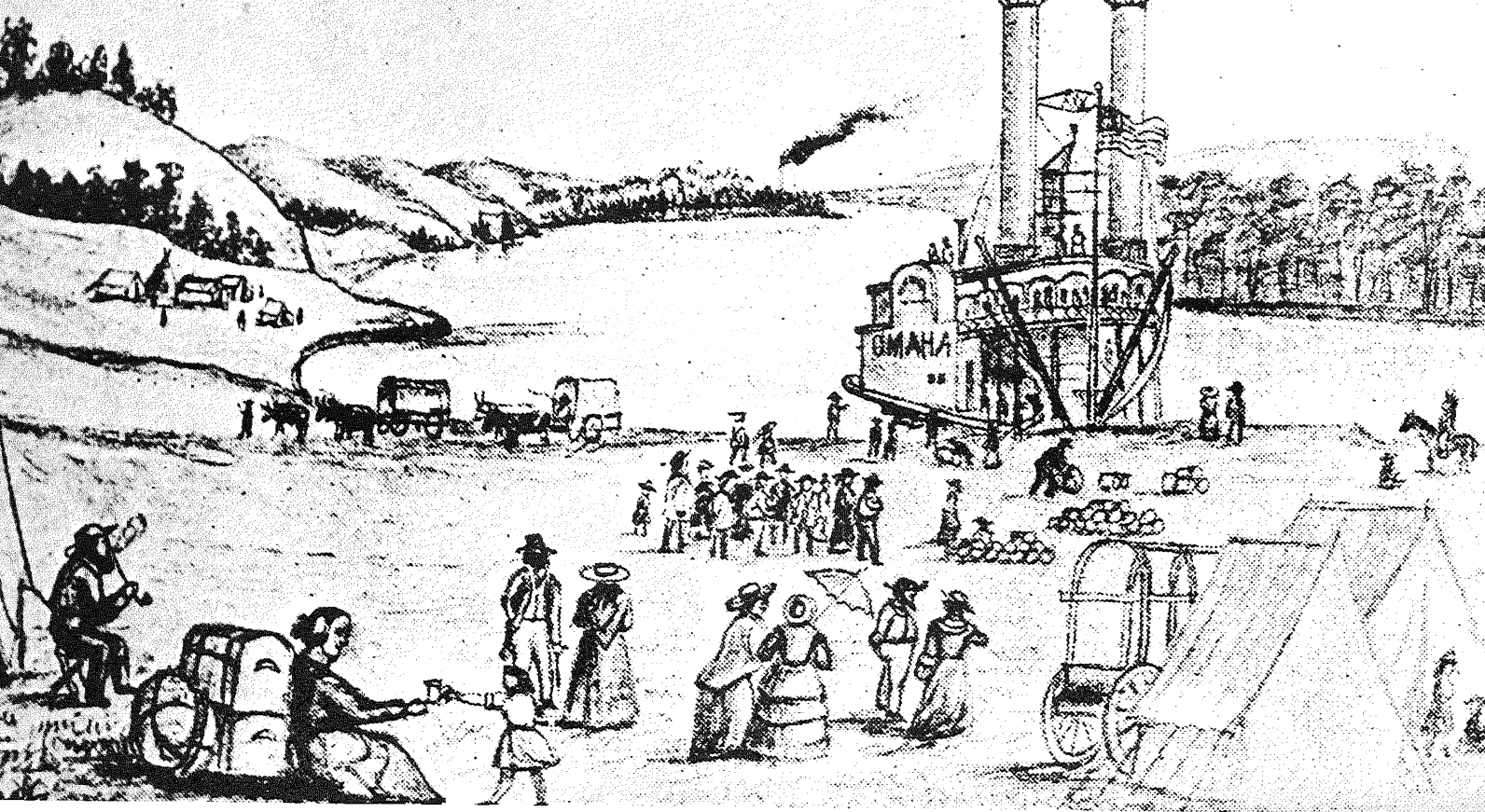
At 1/2 past 5 a.m. we again resumed our journey-weather rough wind cold and piercing and steamed away at a good rate till within 14 miles of St. Joe when we hugged another bar and broke one of our spars and overboard they went and thus we was delayed for some time, but after a little we again got to rights and all went gaily again the sun shining brightly. Some of the Bros started on foot to head us and some right merry laughter we had as we neared St. Joe to see them pushing along with their muskets some with bread flour. Because only two being in the rear, the others heading the boat a few minutes. They said these Yankie 7 miles was tarnation long, it gave a change to some of their ideas when they had to jump creeks and go around a mile or two or wade. They thought travelling through the woods of America was not like walking on turn pike roads in England. I thought it a fine chance to hint at what trouble our Captain Bro M. was to get our cattle to Florence, if they snorted at ten miles what was the show for 200 miles. we discharged several tons of freight and left the levee at 3 p.m. David Jones infant son, Sam'l died at 11 1/2 aged 4 mo. and 11 days from cold. We steamed along finely until about 10 o'clock when we tied up for the night. All the saints well and myself recovering finely. Praise the Lord our evening prayer meeting is well attended and much of the spirit of God in our midst.

Monday April 27th 1857

the morning is clear and springlike strongely in contrast with yesterdays bitter wind. We started early and have been able to keep on. There appears a good stage of water along this part of the river. We landed at ..... and left some more freight and took some more on. Brother Humphreys is recovering and I hear of no sickness of any of the saints this morning. The family that have had the measels in their midst have nearly all recovered except one that died last night a boy about 7 years old he will be buried today. It has been resolved to carry the body to Councle



Henry James Hudson  
(Photo, courtesy Mrs. Albert J. Galley, Columbus, Nebraska)



Steamer Omaha Landing Mormon Emigrants at Florence,  
Nebraska

(Sketch by George Simons, 1854)

Bluffs the destination of the parents and of course Bro Jones wants the same privilege. to this I see no objection but in the other case it appears wrong, A case of measles and the stench not very pleasant, now what is it likely to be in 3 or 4 days. Today assisted in collecting the fare of the saints and all came out right and the Captain gave me and my son a free passage for my services. In the afternoon we landed a passenger at Iowa Point a pretty looking location for a small town. We immediately crossed the river [to] Oregon City and put off some freight and really some of the people what few there are look as if they were nearly starved and if you call and ask them if they have any butter or eggs or anything to sell they stare as if you was going to eat them, or if in some instances you find a house with half a dozen eggs more than they need you can have them for a dime and this is the way they filch the few dimes from the poor emigrant that has travelled 1000s of miles to come and spend their days with them and help enrich the neighborhood. I cannot yet say that I have seen any of the whole souled hospitality of Americans that I have heard so much about but corresponding too truly with much that I have read about, yet not withstanding all it is certain it is a country calculated to happify man with a few years industry but how few can stand and endure the unflinching energy and rigid economy—an economy almost amounting to penury in order to get a start for the necessarys of life to sustain a family, for by the time a man has got his land broke and fences up, house built, barns raised and sheds necessary to protect his young stock he after (often?) falls down with the fatigue and changes of the climate and terminates an earthly life in a strange land leaving his orphans to the means of others. Oh my God give me strength to endure for when I contemplate my weak body so easily exhausted(?) and remember my dear wife and young family so far behind me surely I have need to serve thee, to love thee and keep thy commandments for what can I do except I make thee my friend, my father and my God. Can it be that I really understand what I am doing? Why so much to obtain an inheritance where (were)

it not Lord that I felt assured that my salvation hinged upon it, I would not do it. Then take courage soul. Thou shalt see of the travail of the same and be satisfied, O may fate preserve my wife, my little ones and give me the strength to do thy will and I will count it joy so I obtain thy favor.

Quite a number of new towns are laying out along the upper part of Mo some in very pretty locations, others look not so inviting. Forest City the one we are now discharging freight looks well in some respects but to my mind it is a dangerous experiment to build in holes along the Missouri River. he is a capricious old fellow and wont due to tye to for in some mad mood he'll swamp you, so look out Forest City and get up a little higher. We went on a short distance and reached White Cloud Kansas Territory where we delivered some articles of freight and left some flour. I think the flour that has been left at several points is for speculation purposes for I stood by and heard some bartering that satisfies me that the scarcity is not so heavy as represented. A bargain was a(t) length struck a(t) \$5 per 100 lbs. We then crossed to the Missouri side and tied up for the night and took a very large supply of wood. I understand that wood and water will be scant from this time up. At 10 retired all being well.

Tuesday, April 28th /57

Resumed our journey at sunrise. The morning cloudy and warm giving some indication of rain. I find no sickness among the saints. Br. A. W. Sanders is Biliious and Br. Humphrey about the same. Today I am requested by the clerk of the boat to collect the passengers baggage and make return to him so if possible to avoid the tedious delay of weighing. I went around and found the saints ready to assist and give a prompt account of their baggage. The total amount I collected and rendered to the clerk was \$104.50. Today brought us through a good deal of Indian Country large numbers of the Red men are lying upon the banks of the River. Nothing of much interest today. We



landed at Morgan Island 678 miles to wood and found a couple of huts newly built from which I got some ideas of log hut building. They are warm and can be made neat. The woman in one of the huts told us that a large number of emigrants that got into the territory last fall have been frozen to death in their wagons. The past winter has been so severe. She tells me that on the opposite side of the river is an Indian settlement for ten miles back and that they come in large numbers to her hut 30 to 50 at a time. They are generally civil but sometimes are troublesome and she takes a club and knocks them down. She says that you can do more with them by using a club than pistol or knife. They are used to these and will fight till they die. She has seen her men cut them nearly to pieces with knives but from a club they will run. In the evening we reached Brownville and left some freight. We went about a mile and a half further on and tied up for the night lying alongside some beautiful bluffs. We went ashore and buried Bro. D. Jones son, Samuel D. about 10 o'clock P.M.  $\frac{1}{2}$  miles from Brownville in Nebraska Terr. retired to rest. The saints all well.

Wednesday, April 29, 1857

This morning we left our moorings at  $4\frac{1}{2}$  a.m. A beautiful sun rise scene. the alternating bluffs and groves, the calm bosom of the river, the sweetness of the air, was well calculated to inspire the soul with hallowed feelings and promptings to join the warblers in the groves in the morning song of praise. O my soul be thou humble and forget not they God. We reached Linden about 11 o'clock and left considerable freight there. We passed on to Sydney a mile further on and left a lot more of our freight and took on 100 sacks of Flour at  $37\frac{1}{2}$  cents per sack. Some of the gentlemen in the cabin went ashore and got into conversation with a man that was somewhat intoxicated with whiskey and in the course of their talk the subject of niggers came up that did not seem to give satisfaction to a bystander. he set himself forward and threatened to inflict summary punishment upon the person who had spoken

which of course was indignantly repelled and very insulting language followed when the passenger made his way on to the boat and was proceeding upstairs when he was immediately followed by the border ruffian for he was no better when the gentleman drew his revolver and would have shot his insulter but was prevented by the friends and officers of the boat and the ruffians party came and took their man ashore. The captain saw the difficulty that was likely to arise and urged his men to get the flour onboard and thus avoid another collision, for the passenger had gained strength by reflection upon the insult offered and was prevailed upon only by the most strenuous efforts not to go ashore and shoot his insulter. I have no doubt his southern dignity was troubled but mens morals are [at] a low ebb when nothing but blood will satisfy us for an insulting expression. which allowing that anger might have been urged in the first impulse the more time he took to reflect the more thirsty did he become for his blood and regretted with bitterness that he had left him standing upon the Earth. Oh God how I long to live far away from such creatures whose feet are swift to shed blood. We put off 4 passengers at a little place called Otto<sup>7</sup> in Nebraska a pretty looking little place containing 4 houses. This little town stands upon a beautiful slope with a good landing and I should guess from its location will become a good point on the river. We left there at 3 o'clock and at 4½ we were at Kearney City where we left an immense quantity of freight 100 BB'ls of flour several boxes of dry goods, 16 large cases of trees, 2 horses, 1 Durham and calf and a carriage belonging to Judge Kinny.<sup>8</sup> The judge has been sick several days from a severe attack of erysypelas and had to be removed in a chair to the shore. There is much feeling in the part of the Judge because we would not

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<sup>7</sup> Otto refers to Otoe City which was located about eight miles down the river from Nebraska City. It was also known as Bennett's Ferry, and later, as Minersville.

<sup>8</sup> Judge John Fitch Kinney was a leader in a town company which had been organized on the Hannibal on April 22. He and others disembarked at Kearney City, an adjunct of Nebraska City, to search for a townsite. They founded Beatrice in Gage County. (Dobbs, *op. cit.*, pp. 117-119)

counsel Br. Wilson to go and live with him. Bro. Wilson came by counsel from Bro. Snow to Florence and I did not feel at liberty to counsel him or any other saint to stay short of Florence especially as there is no branch in the neighborhood. It is all for the best for when the judge came to settle he only would pay 50 cents per day. We left there at 7½ p.m. 738 from St. Louis. I am sorry to say this evening seven of the children of the saints have symptoms of the measles. I administered to Bro. Rawlins 3 children and then spent a few minutes in prayer with Bro. Geo. Jarvis. I know not whether to attribute it willful neglect or utter recklessness with regard to the health of the saints for the boy that died with the measles last Sunday is still uncovered and a very unpleasant odour is emitted from the corpse. Bro Rawlins complained twice. I went to the mate and he promised it should be fastened down. Two more days elapsed and Bro. Rawlins went himself to the captain and he promised it should be attended to but it still remains a reproach to the captain, a disgrace to humanity and nucleus of disease and pestilence

Thursday, April 30th 1857

This morning we loosed our hawsers about 4 o'clock and continued to Copeland and put off the gentleman whose dignity was so much insulted yesterday. The morning is hazy and dull and looks very much like rain. It has turned out a very uncomfortable day cold and rainy rendering it disagreeable causing not a shaking among the dry bones but a considerable aching among the carcasses that have recently afflicted with chills and ague. Bro. Brecker has had a very heavy chill and is weary and restless with all the symptoms of chill. I feel in my own body that I felt as though I cared not if I went into the river or not for I never suffered from anything so depressing as the chills and ague. We staid at Rock Bluffs Landing about 3 o'clock p.m. and landed a lot of furniture, trees, a huge boiler and engine and truly did my soul greive to behold men, women and children compelled to land in a cold and pitiless rain amidst strangers, and a home to seek where there is nothing but

the canopy of heaven for a covering. The privations and hardships of a new country can only be appreciated by those who realize them. We have had many inducements held out to us at several of the new towns now building up along the river in the Nebraska Territory. Iowa also seems to be putting forth its claims and a rivalry that in a short time must be fearful in its results is constantly fomented by their respective claimants. Later in the day we landed a large quantity more of trees and other kinds of freight at Glenwood in Iowa and just as the day was closing we reached Plattsmouth where we landed a Mr. Cole with another quantity of choice fruit trees value \$2,000, he intending to establish a nursery. The rain continued to pour down and the night became so dark that we tied up and a comfortless night it was drawing through the boat a cold and piercing wind everything wet and damp and so I lay down dispirited and aching bones with an earnest prayer that the morning might be more cheering than the saints and sickly children might get the necessary exercise for the keeping them healthful. *Ecce Homo sic dulcet gloria.*

May 1st 1857 Friday

This morning we slipped from our moorings by day break and a fine clear morning it was giving indications of a fine day the sun rose in splendor and shone in his strength as if to conciliate for his absence yesterday thus giving to nature's face a smile that only sunlight only can inspire tis' on such mornings as these we feel that holy inspiration that reconciles us to life's changes and vicissitudes. We landed at St. Marys about 8 o'clock am 777 miles from St. Louis. We landed several of our passengers both cabin and deck, a quantity of freight, stores and three cases of trees. We found a large number of Buffalo robes for sale by some hunters who appear ready for a trade with S.B. passengers who may land—prices from \$6 to 10.00. A strong wind was blowing to the shore and we were delayed one hour and a half before we could get out. Six gentlemen came out of the cabin and made a bargain with a teamster to take them to Council Bluffs at one dollar per head and just as they

were going to step ashore to get into the wagon the cry was raised she goes and off we went leaving the teamster to ruminate upon the uncertainty of a contract made upon the Missouri river. The boat reached Council Bluffs at three o'clock and discharged an immense pile of freight taking us just  $2\frac{1}{2}$  hours employing 20 of our men at 25 cents per hour. Just as we were starting a cabin passenger came running to the boat and asked the captain to land him 100 BB'ls of flour for if he waited till the boat returned he might lose the trade and he found the flour was falling. He had allowed that he could get ten dollars per bbl. but found he could not get over \$9.75. This did me good for I find there is a most unscrupulous speculation in bread and meat the essentials of mans existence. This delayed us so much that our chances to reach Omaha tonight is next to impossible. We got into a strong eddy that kept us in to the shore spite of all the pilot could do and thus we lost another hour not advancing 200 yards in the time. The shades of night came fast upon us and the captain tied up for the night.

Saturday May 2nd 1857

Before daybreak we were underweigh the captain manifesting an intense desire to reach Florence today. The sun rose in splendor the air cool and bracing; everybody in the boat giving signs of unusual activity as we neared Omaha which place we reached at  $7\frac{1}{4}$  past. We found a large number of persons collected to receive the Hannibal. She appeared as a curiosity to some when they heard we had been 19 days making the trip. We have a large quantity of freight to leave at this place. The Indians appear to be in full force there is a large number of them around the boat begging. They look to be a forlorn and wretched tribe some of them having nothing more than a buffalo robe to cover their nakedness. They are of the Pawnee and Omaha tribes friendly to the whites. Quite a number of squaws there with them and tried to obtain bread and money. One of them had an infant about two weeks old it was a male child and as white as if it had been born of white parents.

She offered to sell the child for 75 cents, of this I was in doubt thinking the folks could not have understood her, but I found the bargain was being made but the husband of the woman who desired to purchase it would not consent to her buying it. There is a wild speculation in real estate in Omaha so much so that fearful broils are springing up to the detriment of settlers and emigrants. I took a stroll up onto the hill near the state house but I see not the evidences of prosperity such as I think should mark a section of country so fertile for where agriculture is not encouraged proverty and high prices must rule. Flour is 9 dollars per bbl corn from 2.50 to 3.00 per bushel. Bacon 18 cents per pound. We left this place at 2½ past p.m. and set off for Florence whither our hearts are set and there will be no rest for us till we are tied up to the landing for if ever a company was heartsick of a journey our people are of this. I thank my God for so beautiful a day as we are favored with to land. May no accident occur and we all land in safety. We reached our destination at ¼ 4 oclock and a steady stream of Baggage and freight continued to pour from off the boat till 11 o'clock p.m. all being landed safely and nothing lost but one Barrel of Flour belonging to David Jones which he very unwisely put on board without any other mark upon it than the mill brand. We was successful in providing the sick children and most of the women with a house to stay in until some satisfactory arrangement can be made by the men. The rest disposed of themselves in their wagons and under the few tents that are on the ground.

Sunday May 3rd 1857

A fine morning with considerable frost some of the saints complaining a good deal of the cold night being unable to keep themselves warm. At 7 o'clock Bro Moses and Daniel Welch that had come from Alton by land brought their cattle and helped us out of the bottom to a hollow on the west side of the store house where we found a good spring of water and plenty of wood suitable for cooking purposes. We hauled up 51 BBls of flour and 2 bags of

meat. I then received a letter per S.B. Silver Heels containing instructions with regard to freight and other matters. I found a letter informing me that a quantity of flour, corn meal and plows were landed at Omaha; which I find a great deal of difficulty in getting hauled to this place. It was our intention to have gone to meeting today but we was compelled to have our things hauled today and we could not have got the use of the cattle for Bro. Welch was obliged to turn in and work to obtain means to replenish his provision chest, and had in order to accomplish this thing to plow up some land for a man in the town. Consequently he could not spare his cattle on no other day. Got 20 dollars on acct of freight from Bro Brindly.

Monday May 4th 1857

We rose by day break the morning was hazy giving signs of rain. Bro. Turner took some oxen to Omaha to bring the goods that was landed by the Emma yesterday. The Alton company met this morning and agreed to purchase another tent we finding it impossible to sleep the Bros. in the tent and wagon. Bro. Eames paid me \$8.00 on acct. of his passage and provisions. Deposited a quantity of freight in the warehouse brought by the S.B. Silver Heels. visited several of the Saints that have come to Florence this spring and endeavored to encourage some that thought their prospects dark. The clouds began to gather thick in the evening and finally at sunset set into a rain and vivid lightning and thunder. It however did not continue long and the boys went to their tents in peace.

Tuesday May 5th 1857

The air was cool this morning. The sun arose with plenty of sundogs about the horizon. Went with Bro. Brindly to Pypers store and purchased material for a tent to the amount of \$13.75 we then collected in the camp \$10.00 for Bro. Welch for his services on Sunday in hauling our baggage and provisions from the levee. Wrote a letter to E. Snow informing him of our arrival and general

prospects of the Nebraska Mission. Drew an order on E. Snow for \$280.00 in favor of A. C. Pyper \$200 for seeds, \$65 for freight per Silver Heels. \$15.10 for goods per J. Roberts saw Bro Poppleton from Omaha and instructed him to bring the freight from there per S.B. Emma for \$3 per load. Bro Cunningham went across the river to Iowa to purchase seeds for the settlements. We had a meeting in the evening to arrange with the Bros and to urge upon them to get everything ready for a start when the oxen arrive. Engaged Box 92 at the P.O. for 3 months and paid 25 cents for same. feel very much annoyed at not having the bill of goods as shipped per S.B. Hannibal.<sup>9</sup>

Genoa City  
Monroe Co., N. T.  
July 1, 1857

Editor of *The Mormon*, Dear Sir:

According to the instructions of J. Taylor and E. Snow, I take up my pen (as Historian of the Nebraska Mission) to inform you of our progress and prospects. As already published in *The Mormon*, we left Florence for this place on the 11th day of May and reached our destination after a tedious travel of 5 days. In consequence of the lateness of the season, the feed was poor and nevertheless, all arrived in safety and commenced putting in the plow. We have very little wheat; but intend to sow liberally in the fall. Our farm lies south and east of the city. It contains about 750 acres bounded on the south by the Beaver, south-east by the Loup Fork, north and west by a sod fence. This farm is occupied chiefly by the Florence and St. Louis companies; the Alton Company is not included in the above, but is located one and one fourth miles north in a bend of the Beaver River, containing 100 acres. Our crops are of the most flattering character; corn, potatoes, buckwheat and garden stuffs are looking finely, and if our corn escapes the early frosts that are peculiar to this latitude, it is the opinion of some of our best judges that the yield of corn will be from 60 to 70 bushels to the acre. We have our

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<sup>9</sup> There is a break in the regular entries at this point. Inserted here is a letter report written by Mr. Hudson on July 1, 1857. It is followed by diary entries describing a festival held upon the occasion of the building of a meeting house.



saw mill in operation and expect enough lumber will be got out this season to help us put up houses sufficient for our present population. We have a brick yard in full blast, and expect soon to be able, from such auxiliaries as saw mills, brick yards and willing hands, to build a city not a whit behind any other in Nebraska. The City of Genoa is about 102 miles from Florence, contains about 400 acres, 10 acres to a block, from center to center of streets, 8 lots in a block, 18 rods long, 9 rods wide; the streets cross at right angles 4 rods wide. It is laid off on a beautiful eminence near the bluffs on the north, gradually descending to the east, south and west. As the ground is a little the highest in the centre, standing on the public square, you have a fine view to the east, some 20 miles. Looking to the south, the Loup Fork presents itself with its ever shifting sandbars, and zig-zag course, spotted with islands of cottonwood, box elder, willow and some cedar; still farther in the distance, you see the bluffs rising, the dividing ridge between the Loup Fork and Great Platte Rivers. Strain your vision a little more, a dark blue line presents itself, that is the Bluffs. Beyond Platte, some 30 miles off, southwest, are groves of timber, the Loup, Bluffs, and a sea of grass meets your eye. At every turn west, bluffs in majestic grandeur, covered with ancient ruins, telling us plainly, without any translation, that their occupants understood the arts and sciences; for we have found specimens of both copper and earthenware, being another link in the great chain of testimony of the authenticity of the Book of Mormon. I will give you a statistical item, and then leave the subject to be resumed upon our further progress. We number 97 men, 25 women, 40 children, 42 yoke of oxen, 20 cows, 6 horses, and some two dozen chickens, 20 hogs and 2 cats, and dogs plenty.

Yours truly,

Henry Hudson

[Dec] 20th Sunday. A very decided improvement in the meetings of the saints they appear to be deeply imbued with the spirit of their religion. The President said a number of the saints had expressed their wish to have a party. He was willing the saints should have one and hoped they would act in unison to the accomplishment of the same. It was moved that we have a party on New Years Day, and that Bros. Brecker, Sleight, Eames and Hudson be ap-

pointed a committee to conduct the same. The committee appointed to build a school house reported that they was anxious to have the house ready for the party and called for a general turn out to finish the same.

27th Sunday. It is very important that we have a meeting house for the saints assemble themselves together with few exceptions. The committee appointed to get up the party reported and laid several measures before the meeting the more effectively to enable them to fulfill the duty assigned them. in consequence of our limited supply of the necessaries of life so that the com(mittee) can not purchase, they must call upon the others to assist in this matter. There are a number of the saints in this place that have not tasted any wheaten bread, butter or meat for some weeks past. The com(mittee) feel anxious that all the saints of Genoa should have an opportunity of partaking as it were at one general table and that day dispence with corn bread and buckwheat cakes so that the sisters may be released from their daily routine of frying.

1858

Jan. 1. Friday the morning was cold and windy but beautiful and clear. The meeting house was pronounced ready for the com(mittee) of arrangements to arrange for the party. At one o'clock the saints began to assemble themselves together. At 1½ past 2 o'clock p. m. Elder Allan our beloved president called the saints to order by singing come "Come all ye sons of God" when our meeting house was dedicated to the worship of God and as a place wherein the saints of Genoa can meet for their mutual improvement and a more close and intimate association with the Holy Ghost the Comforter. After which the com. of arrangements commenced the amusements of the day for which purpose we had come together. Some time having been spent in singing and recitation the com. announced a recess so that the tables could be spread. At 5 o'clock the saints about 95 in number sat down to a repast that astonished all that partook of the same. The tables were abun-

dantly supplied with bread butter and meat and the piles of pies, tarts and custards that the sisters exercised their ingenuity to produce together with potatoes and turnips nicely mashed with cream were faithfully and mercilessly discussed if the empty plates and dishes are the testimonials of the evening, Bro. Allan gave the saints the privilege of a dance which was very generally indulged in by both old and young. After some 3 hours thus spent some more singing and recitations and a few very appropriate remarks from our president expressing himself well satisfied with the saints the party and the committee and blessing them in the name of Israels God. The dancing was again resumed till about 1 o'clock a.m. when the meeting of the saints was dismissed by prayer from Elder Hudson.

2nd. Saturday. A day of splendor the sun shining in its strength the air pleasant. The committee at 1 p.m. made arrangements for the children to enjoy themselves for our meeting house is not large enough to entertain both parents and children together. After amusing themselves in the dance and by singing and recitations they sat down 50 in number at 5 to toast and milk, full and ample justice having been done to the same Bro. Allan spoke a few words of encouragement to them both instructive and inspiring for they often responded in child like simplicity which is so characteristic of children when interested in conversation. Thus ended the first social gathering of the Saints in Genoa without anything transpiring calculated to offend or mar the good feeling of the saints.

### GENOA AND ITS PROGRESS<sup>10</sup>

“Almost simultaneous with the passage of the Nebraska Territorial Bill in June 1854, there was a general depression of business all over the states which culminated in the year 1857 in unparalleled distress and scarcity of money. This extended to the British Isles and parts of

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<sup>10</sup> The following address was delivered by Mr. Hudson after his colony was forced to leave Genoa and he had settled in, and become a leading citizen of Columbus. He gives a resume of the reasons for the colony at Genoa and his explanation of its destruction.

Europe where thousands of mechanics and laborers of all classes were unemployed. They naturally turned their thoughts to the millions of broad acres awaiting occupancy in the Great West, just made obtainable by the action of the American Congress in creating the Territories of Kansas and Nebraska.

Coupled with this, came the great Hegira to California by the Gold Hunter, allured by fabulous finds of rich diggings and quartz mines with a climate that capped the climax of expectancy. There was Utah with its steady stream of devotees to Brigham Young's policy of colonization and religious enthusiasm which he, with great shrewdness and will power, unequalled by any modern leader, had infused into the more daring of his followers. He sent these out as missionaries to the States and all parts of England and Europe, telling wondrous stories of the new lands in the West, thus creating a spirit of unrest and dissatisfaction among all classes. These, by reason of their poverty, were willing to undergo journeyings, toil, hardship and privation, leaving the lands of their nativity and the old associations of generations of families. . . .

Hundred of thousands, with vague undefined hope, joined the westward trek to Utah. During the journey from the Missouri River to the Pacific Sea, many lovely spots on God's footstool through Kansas and Nebraska had left their impress on the minds of the Pilgrims as they journeyed to Utah and the golden shores of the Pacific Ocean. For several years, the emigration to the West was unabated. Immense herds of horses, cattle, and sheep were driven across the plains. Laborers were at a premium. The poor of the States and the Old World were getting poorer. Thousands were making their homes in Utah, Nevada and California, and surrounding themselves with comforts and independence unknown in the Old World. . . .

Brigham Young, who was ever bold in his conceptions of economic measures, saw the great barrier to large numbers of Mormon Converts availing themselves of the free homes that Uncle Sam was rich enough to give every industrious son of toil. A great outlay of ready cash was required to bring such large bodies of families by sea and overland. He conceived the idea of organizing companies with hand carts from the point of debarkation to the settlements in Utah and contiguous territory. These handcarts were usually shared by four persons, or a man and his wife with their children, two drawing the cart containing their

bedding, cooking utensils and provisions for two or three days. Every 10 carts was accompanied by a wagon and two yoke of oxen. These carried tents for sleeping, the extra baggage which was always reduced to the minimum limit before leaving the point of departure which was Keokuk, Iowa City, or Dubuque. The railroads had penetrated in 1855-56 no farther into Iowa from the East than the points designated.

Council Bluffs and Omaha were on the Missouri River. These were places of rest and reorganizing before starting on their journey of 1000 miles through the then Territory of Nebraska, and across the plains to Salt Lake City in Utah. It is true this mode of travel enabled hundreds to cross the plains, who never could have raised enough money to purchase ox teams which were the most reliable for travel, and the least expensive to procure.

By the hand cart system, \$35 per head covered the expense from Liverpool to Salt Lake City. But while the economic result of dollars and cents was attained, the fearful cost of wasted energy, vitality, physical force and endurance by both men and women, far outweighed the supposed attainment of free homes and plenty for themselves and their children. Nothing but the fervor of religious hope could have furnished the nerve and courage to renew the journey day by day, through heat and storm, through vast stretches of alkali, cactus and sage brush, often traveling into the night in order that a suitable place to camp might be reached with wood and water that was oftener scant than abundant. . . .

The hand-cart companies of 1855 were reasonably successful in getting through, but nevertheless, the roll call at the end of the journey was substituted by a death roll of mortality that left huge gaps in many of the family circles. This led to a partial change of tactics on the part of the leaders of the Church in Utah. The terrible mortality among the hand-cart companies, evoked consternation, and called in question the wisdom of the prophet Brigham. Yet hundreds in the British Isles looked upon the hand-cart companies, with their minimum of cost, as the great panacea for their deliverance from bondage and hard times. They strained every nerve to raise sufficient from their earnings to take their line of march as soon as the spring of 1856 opened.

Brigham Young again issued his edict for another attempt with hand carts, but with this precaution, that way-stations through Nebraska, 100 miles apart, should be located. Here fresh supplies could be obtained, furnishing more accommodations on the wagons accompanying the train of carts. It was also for those who might give out by the way. It furnished a resting place for any who preferred to remain over till the next season.

Accordingly, Genoa, Wood River, and Pawnee Springs were selected, each being about 100 miles apart. Genoa, was the first station from the Missouri River, or where the beautiful and magic City of Omaha now stands. We remarked in the opening of our lecture that many lovely spots "of God's footstool" in Nebraska had made deep impressions on the minds of the early pilgrims to Utah, so the sites of Genoa and Wood River were readily selected.

Genoa, of which we intend more especially to speak, was fascinating even to rapture. We selected about 400 acres, lying on a beautiful eminence near the bluffs. . . .

It requires no stretch of the imagination, readily to see how inviting such a scene of Nature's handiwork would be to those persons seeking release from the crowded cities of the Old World, and how readily they availed themselves of such an opportunity to be independent land owners. Large numbers remembered the proclamation of Brigham Young that if wearied, they could rest and recuperate for the journey next season.

I say it with much reluctance, how soon the religious ardor that prompted the half-starved, fainting souls to undertake their journey across the plains, died out, when they saw a chance to improve their condition, and save 900 miles of weary travel and suffering. So the purpose of Brigham Young was circumvented, and hundreds remained all along the line of travel, and started embryo settlements and cities. But the settlers of Genoa and other points endured untold hardships from lack of means and farming utensils, so they readily saw the necessity of an interchange of labor with those few who had means, in order to procure sustenance through the winter, for their families. None may really know the privations many endured to hold body and soul together.

Through the years 1856-57, the little ready money they had, had already been paid into the Church for their provisions. It seemed a law of the Utah leaders, as with the

early ranchmen, to give nothing back, but to retain all received. It must be born in mind, that at this early day, all was chaos as to law and order. In the midst of an Indian country, none seemed willing to bring in machinery or mills till some development of the soil and its products had made it reasonably certain that agriculture could be successfully carried on. The idea had been widely conveyed that from the Missouri River westward to the Pacific Ocean, was the Great American Desert, where Indians and wild beasts could live upon one another.

On the 11th of May 1857, the settlement organized so that the labor might be utilized to the best possible advantage. The teams and plows were started to break up the sod; the men were put into companies of 10, and commenced to build sod fences and dig ditches and so continued till about five miles of ditch and fence was built. By taking the benefit of large bends of the river, which is usually the richest and easiest cultivated soil, 1200 acres were thus enclosed securely from the stock. The children herded in the bluffs in sight of the fields, and kept a sharp lookout for the marauding Indians. They had already, while we were journeying along the Platte valley, shown their pilfering traits. As soon as they were permitted to come into our camps, some little thing would turn up missing.

The women who were able, followed the plow and dropped corn and potatoes. Some of the more friable soil was planted in vegetables so that by the time the hand-cart companies came along, our work was well advanced. From the general appearance of the settlement, a large number of them refused to travel any further, and cast in their lot amongst us. This was opportune for every one who had put out all his strength to get the ditches dug. With scant food, and scantier shelter, many were becoming very weary. With the new additions, there came but little increase of supplies or money, but all were cheerful, and new companies were organized to get out logs.

The men who had been ditching were now set to work excavating the much-talked-of Dugouts, sunk about four feet in the ground, and raised with logs an additional three feet. These were covered with poles, either round or split, and then laid over with willows, sod and earth, making a very comfortable shelter from the winter which for the first ten years was very severe. But strange climatic changes have taken place. Many who became discouraged and disgusted with the terrific thunder storms of the sum-

mer, and blizzards and drifting snows of winter, left us. But in the later years, they have returned, and are astonished at the thrift and comfort, and the wonderful seasons we now enjoy. They regret that they lost their rights and the land privileges that had passed away, only to be regained at a price that to them now, would be a little fortune.

The abundant crop of sod corn, potatoes, buckwheat and vegetables of every kind, soon made us forget the pinching of the summer and fall. It seemed as though the earth yielded her increase beyond precedent. We had a few practical farmers among us who claimed they had never seen such corn grown on sod. Some of the potatoes were as large as a man's foot, and in many cases, were all a man could eat. It was quite amusing to visit the tents and see the ingenuity of some of the women to provide a meal for their men and children. Flour was out of the question. It had to be hauled 100 miles, and cost from \$8 to \$10 a sack, and everything else was in proportion.

Tin plates and pans were perforated with a sharp tool of some kind, and the soft corn was grated and cooked in milk. This was no small chore to prepare for hungry people. And we were hungry indeed, with appetites sharpened with labor. There were none of the delicacies to impair digestion. Then the coffee mills were made to do service by grinding the buckwheat, and mosquito bar net was used for the purpose of bolting the grain.

And so, by the interchange of labor and teams, by the time the winter came upon us, we were nearly all housed, with plenty to eat, and contented with the improved conditions of many. Those who had never labored outside factories, mines and workshops, would often express themselves to one another saying, "What a blessing that there is no one to come dunning us for store bills and rent."

In the spring of 1858, a mill was brought into the settlement by R. Shackelton and E. Pilling from Council Bluffs. While it was a partial relief, it was not able to supply all the settlers. Since east of us in the States, they were paralyzed with one of the severest panics of America, no additional mill would run the venture. So we were often obliged to avail ourselves of the mill<sup>11</sup> brought to Columbus, 20 miles east of us. It had been brought by men of means from Columbus, Ohio.

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<sup>11</sup> This was the 32 horsepower saw mill erected at Columbus on August 1, 1857 by John Rickly, grandfather of the editor.



About this time, a Ferry was put in across the Loup Fork River, and by its operation, brought us considerable ready cash from the emigrants who were hurrying on to the new Eldorado in Pikes Peak, and further west to Utah and California. So we pushed on steadily improving our homes and our fields, arranging to extend our ditches to the southward across to the Loup from the Beaver, so that by the construction of about four miles more of ditch, we should have about 4000 acres enclosed.

On the 11th day of July 1858, our first postmaster was appointed—H. J. Hudson. East of us at Monroe and Columbus, they had already had postal facilities. But at Genoa, we had to go nine miles for our mail which was often done on foot. Several men and boys took their "Turn at packing the mail" once a week. In 1859, the mail was brought to us by the grace of the Western Stage Company.

While our best energies were being put forth to give to our improvements character and permanency, and while discussing the question of extending our fences, we were astounded by the information that the Pawnee Indians had selected our settlement as their Reservation. A committee was appointed to confer with Judge Greenwood, the Secretary of the Interior under James Buchanan's administration, to learn the facts. Then it was discovered that our leaders had professed to have fully satisfied themselves of our right to occupy the land we had selected under Brigham Young's advice and approval.

An inexcusable misunderstanding of the language of the Treaty made with the Pawnee, had jeopardized all our labors and improvements. After we had laid our condition before the Secretary of the Interior, and had our case presented by Fenner Ferguson, the delegate in Congress from the Territory, we received every assurance that we should remain undisturbed in our possessions. Alas, by that peculiar class of injustice and treachery, that many others have been subjected to, six months after the most solemn promises to the contrary, we were notified that, like the heathen Chinese, we would have to go, and on short order.

On the afternoon of the 5th of September, 1859, the settlers finished up all their stacking, and the last hayrick was topped. The next day being the Sabbath, the day was set apart for a general praise and thanksgiving service. In fact, the people were assembling for the forenoon service which was held under a large Bowery, when two Half

Breeds and four or five "Red men of the Forest," as novelists call them, appeared. But to us, they were dirty, scowling, vicious looking Indians. They sat around during a part of the service as they had occasionally done before. There was a peculiar restlessness about the movements of the Half Breeds. Some of the men looked toward the east. This was easy enough in a Bowery unobstructed by either walls or windows. Then an immense concourse of moving objects was seen near the river in the broad bottom lands. The excitement became general throughout the congregation, so that the meeting had to be dismissed.

Baptist[e] Bahylle, one of the Half Breeds stepped forward and asked for the Head Chief of the White man's house. Being introduced to him, he made the announcement that the Pawnees were coming to take possession of their Reservation. A Council had been held in the morning with the Chiefs and their agent, Major Gillis, to the effect that the Indians desired to move on to Cormal Creek near the old village they had been driven from by the Sioux about 10 or 12 years previously. The Agent insisted that they should locate on the extreme east limit of their boundary line for the selection of their reservation, and thus enclose all our improvements therein.

Frank Ditya, the other Half Breed before referred to, accompanying the five Indians, had a higher sense of right than did the Agent. He protested against the Indians being permitted to take from us all our improvements, since they were willing to move 10 miles further west and have us for neighbors. They stated in the Council (so we were informed by the Half Breeds, Bahylle and Ditya) that our people had used them well, and fed them, and they wanted to move beyond us.

So the Agent ordered a halt, and held two or three more councils, endeavoring to induce the Indians to accede to his wishes. Four days we were kept in suspense, the surveyors awaiting the Indians' decision before commencing to lay out the Reservation, which was to be 15 miles in width by 30 miles in length.

Messengers were sent into our settlement from the Agent, telling of the difficulty he had in restraining the Indians from coming and taking possession of our houses, our grain, our everything, even hinting they might ravish our women. He got the settlers into a state of terror. They no longer heeded our advice, but were ready to surrender

before they were asked. The Agent saw he was fast gaining his point by getting them to disregard our advice, and begetting distrust in their minds, at the same time he was infusing into the Indian Chiefs a spirit, that once aroused, was not easily allayed. He talked to them of how much of their timber we had used; that our houses were theirs; it was their wood that built our barns and our corrals; that the corn was theirs, it was raised on their land. Finally, at the last Council, he refused to permit Ditya, the Half Breed, to be present, because he (Ditya) pled our cause, and told the Agent that Bahylle was not truly interpreting the Chief's wishes.

When our true friend was excluded from the Council, an easy conquest was made over the minds of the Indian Chiefs. A grand feast was prepared. Twelve large steers were turned over to the four Bands of Pawnees, and the grand Pow-Wow commenced. It was kept up with supplies of flour and provisions from the Traders Store which had been brought along with the Agent. This ended in an agreement to let the Reservation be made as the Agent desired.

Thus was culminated a great wrong to a poor, industrious people, who had endured untold privations to lay the foundations for homes for themselves and their families. And now to be driven out so shamefully and unfeelingly with the winter just upon them! It looked more like a page of fiction drawn to show the lower elements of a vicious and vindictive character than the vaunted magnanimity of a titled American Major. But it is true, and I blush to pen it, because avarice, the most hateful trait of mankind, prompted the cupidity of the perpetrator.

I wish I could drop my pen here, but the full sum of the villainous plot must be told or the truth of Genoa's history will not be complete. About the 20th of November 1859, the settlers who refused to sell their produce and improvements to the Agent at his prices, had rebuilt themselves dugouts and shelter for their teams, and had all their grain stacks removed from the Reservation on to the land adjoining. They were busy preparing threshing floors, as we had no threshing machines in the settlement yet.

I was sent for by the Agent to meet him in the village to hold a council with the Indians. This was to permit us to gather our corn, and not turn their ponies by the hundreds into our fields. The Agent did not come himself, but

sent one of the employes of the Reservation in his stead. We had hardly gotten into a discussion of the matter when I beheld a commotion among the Chiefs, and soon learned that a fire was sweeping over the prairie, driven by a fierce northwest wind that we sometimes experience in Nebraska.

Without ceremony, I left the Council, and saw myself cut off from my friends in our new location that we had designated Zig-Zag because of its tortuous streets winding with the banks of the Loup River. My alarm and terror at discovering the grain stacks, hay ricks and houses on fire, was so great for the safety of the families and of my own, that I forgot my horse, and started on foot about two miles. Reaching the settlement, I found smoldering and burning ruins with the exception of my own home, the Ferry house, and four or five others. These had escaped because of the frantic efforts of the women and children carrying water from the river, and wetting the grass between the spaces left by the plows that were put hurriedly to work to prepare fire breaks against the furious element licking up everything before it.

Such a scene of desolation! Men and women dispirited and heart broken, with nothing before them now but to pull out for the Missouri river towns, and seek employment in Iowa, Kansas or Missouri, according to the means or pluck that each possessed. None returned to remain with us. Two families called on us on their way to Utah. The balance settled in Iowa, some returned to St. Louis, St. Joseph or wherever they could find employment for the winter.

Rumors of various kinds reached us as to the starting of the fire that had come so inopportunately, and starting, as it did, between the Agent's house as headquarters, and our recently vacated fields. Investigation developed this fact that we were too close to the Agency to permit the Licensed Trader who had paid a large bonus for the privilege. He had come all the way from Pennsylvania to make the fleecing process a success. This was almost unexceptionably practised upon the Indians.

In the short time we had been the Indians' neighbors, they found we treated them honorably in our trading. We gave them more for their truck which they had to trade, and thereby excited and aroused the jealousy of the Agent and his Trader, Capt. J. Hollins. It appears that part of the program was to send for me to provoke harsh sayings

against the destruction of our corn, and so make the Chiefs angry with me.

However, it was known that the settlers looked to me for advice. I had told them not to sell the corn to the Agent, but gather it for themselves. He had intimated to some of them that if they sold it to him, he would have Indian police put out to protect it. But they would not be governed by him while the corn was ours.

After the fire, they went and sold their corn to him for a mere pittance, concluding that the Agent was hostile to their presence so near to the Reserve, and they had better let him have what was left.

Here is ample room for much moralizing, but I must hurry on and recite facts, and let my hearers moralize on man's avarice and inhumanity to his fellows, white, black or red. It was afterwards satisfying to really learn that the fire was started willfully, and not by the Indians, either.

Henry J. Hudson