

### The Settlement of the Peculiar People in Missouri and Subsequent Expulsion.

#### Gen. Doniphan's Recollections of the Troubles of That Early Time.

Kansas City Journal.

There is probably no man in Western Missouri who is better acquainted with the various causes of the difficulties between the citizens of Jackson and Caldwell counties and the Mormons during the years of 1833 and 1838 than Gen. Alexander W. Doniphan, then a resident of Clay county, but now of Richmond, Ray county, Mo., and there is, perhaps, no one who took such an active part in the events of those years who can now look back and relate the history of these troubles as dispassionately as he can. In view of these facts, a representative of The Journal called upon Gen. Doniphan at his rooms at the Hudson house at Richmond for the purpose of interviewing him upon the subject. The general, after learning the object of the visit, seemed very willing to communicate all he knew in regard to the history of the Mormon troubles, and after a few introductory remarks, related the following:

"I came to Missouri in 1830 and located in Lexington, where I lived until April, 1833, when I removed to Liberty, Clay county. The Mormons came to Jackson county in 1830 and I met Oliver Cowdery, John Whitmer and Christian Whitmer, three of the elders, in Independence during the spring of 1831. Peter Whitmer was a tailor and I employed him to make me a suit of clothes.

"What kind of people were the Mormons?"

"They were northern people, who, on account of their declining to own slaves and their denunciation of the system of slavery, were termed 'free-soilers.' The majority of them were intelligent, industrious and law-abiding citizens but there were some ignorant, simple minded fanatics among them, whom that people said would steal. Soon after they came to Jackson county, they established a newspaper at Independence called the Morning and Evening Star, edited by W. W. Phelps, in which they published their peculiar tenets and pretended revelations in which they set forth that they had been sent to Jackson county by divine Providence and that they, as a church were to possess the whole of the country, which then embraced what is now Jackson, Cass and Bates counties. These assumptions were evidently made use of for the purpose of exciting the jealousy of persons of other religious denominations and the more ignorant portions of the community. This course caused hard feelings between them and the people of the county, but I think the real objections to the Mormons were their denunciation of slavery, and the objections slave-holders had to having so large a settlement of anti-slavery people in their midst, and also to their acquiring such a large amount of land, which then belonged to the government, and subject to pre-emption. From these and other causes a bitter feeling was engendered between the Mormons and citizens, which culminated in the month of July, 1833, when a public meeting was held at the court house in Independence, at which it was resolved to tear down the Mormon printing establishment, which resolve was immediately carried out. The mob also committed numerous other outrages, the most brutal of which was the

TARRING AND FEATHERING of Bishop Partridge. I can't positively say who were the leaders of the mob but it was participated in by a large number of the leading citizens of the county. The Mormons made but little if any resistance, but submitted to the inevitable, and agreed not to establish another paper, and there was an apparent tranquility existing until about the first of the following November when, from imprudent conduct upon both sides, both Mormons and Gentiles—as the citizens were then called by the Mormons—seemed to pre-empt themselves as if expecting a collision. The first clash of arms took place at Wilson's store on Big Blue, about four miles east of Westport, about the third or fourth day of November, which resulted in several persons being killed upon both sides and several others wounded.

"In a few days after this the citizens organized and determined upon ejecting the Mormons from the county, which soon after was done. During the ejection a great many outrages were perpetrated and the Mormons were compelled to leave almost everything they possessed behind them and it was only by a

MURDERED FLIGHT that they saved their lives. As it was, quite a number were killed upon both sides. The majority of the Mormons after being driven from Jackson county, went to Clay county, where they were received and provided for as well as was possible by the citizens. The Mormons remained in Clay county until 1836, in an unorganized community, when it was agreed between them and the citizens of Clay and Ray counties that if they (the Mormons) would buy out a few inhabitants then inhabiting what is now Caldwell county, then a part of Ray county, they could enter it at their leisure and we would urge the legislature to create a county for them, which was done at the session of the legislature of 1836-7.

"I was a member of the legislature and drew the bill organizing Caldwell county for the Mormons exclusively, and the offices of the county were given to their people. The new county filled up very rapidly and they made great progress in agricultural and other improvements. They continued to live prosperously and tranquilly until the summer of 1838, when Joseph Smith came out from Ohio and soon after they commenced forming a settlement in Davis county, which, under their agreement, they had no right to do. This occasioned difficulties with the citizens of Davis county, and in September, 1838, a large number of citizens of Davis and adjoining

ADAM-ON-DI-ARMAN. The Mormons also gathered at the same point, and I, being at that time brigadier-general of the western division of Missouri, was sent out by Gov. Boggs with a regiment of Clay county militia to prevent a collision, which, after being there one week, I was able to do, and left them apparently harmonious, the Mormons agreeing that they would return to Caldwell county as soon as they could take care of their crops, etc.

About one month after this new difficulties arose between the citizens and Mormons, from what causes I never knew, which culminated in the Mormons burning and sacking the gentle towns of Millport and Gallatin, then very small villages. A few days after this battle took place on the line between Caldwell and Ray counties between the Mormons, under the command of Capt. Pattens and citizens of Ray county, under command of Capt. Bogard, in which two Ray county citizens and several Mormons, including Capt. Pattens, were killed. The place where the battle occurred, I don't know.

"BORDER'S BATTLE GROUNDS."

"Gen. Atchison, who was afterwards United States senator, was then major general of Northwest Missouri, and ordered me to raise a regiment of militia from Clay, Clinton and Platte counties. I did so, and proceeded at once to the battle ground, and the next day I received an order from Gov. Boggs to take command of all the forces and remain in Ray county until the arrival of Gen. Clark with the state troops. Being satisfied that the governor had over-estimated the number of Mormons, I went to Far West, the county seat of Caldwell county, where all the Mormon forces were assembled. I sent for Judge King, of the circuit court, to come to my camp, and at that juncture Gen. S. D. Lucas, of Jackson county arrived with a small number of men sent out by the governor. I opened negotiations with the Mormons by going up to their lines in person, and when Judge King came out I consulted with him, and upon his advice the Mormons gave up their arms and turned over to me such land as had violated the laws of the land, and those upon the other side who had done the same were arrested upon warrants issued by Judge King. It has been said that in the treaty I made with the Mormons I stipulated that

THEY MUST LEAVE THE STATE, under penalty of annihilation if they refused to do so. This is entirely untrue as I made no stipulation. It is true, however, that in an order to me and other officers Governor Boggs used the expression 'that the Mormons leave the state or be exterminated,' whereas this order was entirely illegal. I paid no attention to it. In my report to Gov. Boggs I stated to him that I had disregarded that part of his order, as the age of extermination was over, and if I attempted to remove them to some other state it would cause additional trouble. The Mormons commenced immediately after this to move to Nauvoo, Ill., and I know nothing further about them. While the Mormons resided in Clay county they were a peaceable, sober, industrious and law-abiding people, and during their stay with us not one was ever accused of a crime of any kind."

Gen. Doniphan is now in his 73d year, but is still hale and hearty. He is a man of fine appearance and intellect, and is well known and highly respected all over the state. He has resided in Richmond during the past several years. His statements as given above may be relied upon as strictly the truth in every particular. There are a few old citizens still living near Independence who were in this county during the troubles of 1833, whose statements would be given in the near future.

#### Something of an Explosion.

New York Tribune. That it is always the unexpected which happens is well illustrated by the antics of a bursted boiler. A few days ago one of these unruly monsters belonging to a locomotive flow to pieces in Chattanooga, Tenn., without any inconvenience to the engineer, but with unfortunate pedestrian named Finch, half a mile away, was killed. Still more remarkable was the exploit of the boiler which exploded in Philadelphia on Thursday. Like a shot it sped on its straight line westward, carried away by the force of steam, and struck a frame shop and arbor on the southern side of the city, the residence of Mrs. Mary Ann Nugent, at No. 2444 Amber street, went through the side yard fence, across Amber street, through another fence into a narrow yard between two of the railway stables in which stood eighty of the company's horses cooling in the shade. On the north of this yard was a row of frame bins. Three of the outer posts of these bins were torn down, and the boiler speeding on, landed against the Frankford road fence at the western end of the yard, at a distance of 400 feet from the demolished boiler house, perfectly intact except at its end. Of the eighty horses lying within a foot almost of the flying boiler but one was scratched. There was a slight stampede but no damage was done except that George Krouse, a hostler, who was in the yard at the time, was squeezed against the south wall by the animals and slightly injured. At the time of the explosion a car was going into the depot, carrying Frederick Getz, the conductor, who was on the back platform, and William Price, the driver, and Police Police Lieutenant Noster on the front platform. The boiler crossed the street just ahead of the car, but a mass of broken car flying in its wake struck the car broadsides, shattered the woodwork and broke every pane of glass. The three men on the car were uninjured. A piece of the boiler was found some time after the explosion in the yard of the Methodist church, at Memphis and Sepviva streets, three squares away.

#### Settlement on the Line of the Northern Pacific.

Kansas City Times. Eighty thousand Swedes will come to the United States this year. Nearly all these will settle on the line of the Northern Pacific railroad. Do our people know what this means? Of all the races of Europe the Scandinavian is the most vigorous, and it is by its law of habitat, an industrious,

Some new kind of a liver pill? "A pill? That's the genuine Russian bomb," asserted the agent. "Great heaven! Take it away! What do you—Look out there! Police!" and Mr. Diffenderfer turned a handspring over the back of the sofa. "Don't be alarmed, my dear sir," blandly exclaimed the stranger. "It isn't loaded. It's only a sample. You see the nitro-glycerine cartridge is not added until the Fourth day." "What's the blazes do you mean?" "Allow me to explain. You see, our company—the Accident Insuring—policy the ign, please—company of Hartford—no connection with Mark Twain's insurance concern—manufactures these articles of the very best materials, under the supervision of a competent nihilist, and furnishes them on a strictly honorable and confidential basis to families, where—ahem—where they are most needed, as curiosities." "Curiosities?" "Exactly. The system is this: Some assumed friend in Russia sends you by express a supposed unfinished glass bomb as a curiosity. You exhibit it around, let it drop on the floor, give it to the baby with your, etc. On the fourth day you take the entire family to a picnic, with the exception of your mother-in-law, rich grandfather, or whoever it is that is—well, suppose we say—superstitious in the domestic circle. Before leaving, you slip the prepared cartridge into his sash. When you return the dream of your life is accomplished. It's a little rough on the mirrors and things, but what's that, after all?" And receiving from Mr. Diffenderfer an assurance that he would think over the matter carefully, the agent warmly shook that estimable gentleman's hand, winked in an eloquent and significant manner, pocketed his box, peeped cautiously into the hall, and walked out.

#### The Railroad Bell-Rope.

New York Times. In the early days of the railroad in this country the locomotive engineer was the master of the train. He ran it according to his judgment, and the conductor had very little voice in the matter. Collecting fares, superintending the loading and unloading of freight, and shouting "All aboard!" was all the conductor was expected to do. The Erie Railway was then the New York and Erie Railroad. There was no rail connection with Jersey City in 1842. Boats carried passengers from New York to Piermont on the Hudson, which was then the eastern terminus of the road. Turner's, 47 miles from New York, had no choice but to let him ride until a regular stop was made. Capt. Ayres finally determined to institute a new system in the running of trains. He procured a stout tube, sufficiently long to reach from the locomotive to the rear car. To the end of this string next the engineer he fastened a stick of wood. 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