

**BRAZOS  
PRODUCTIONS**



7/27/93

Ms. Angela Bates  
Nicodemus Historical Society  
P.O. Box 70  
Bogue, KS 67625

Dear Ms. Bates:

I'm the story editor for our documentary series on the West. We've never spoken, but I've been here in the same office during many of your conversations with our head researcher, Cathy Ward.

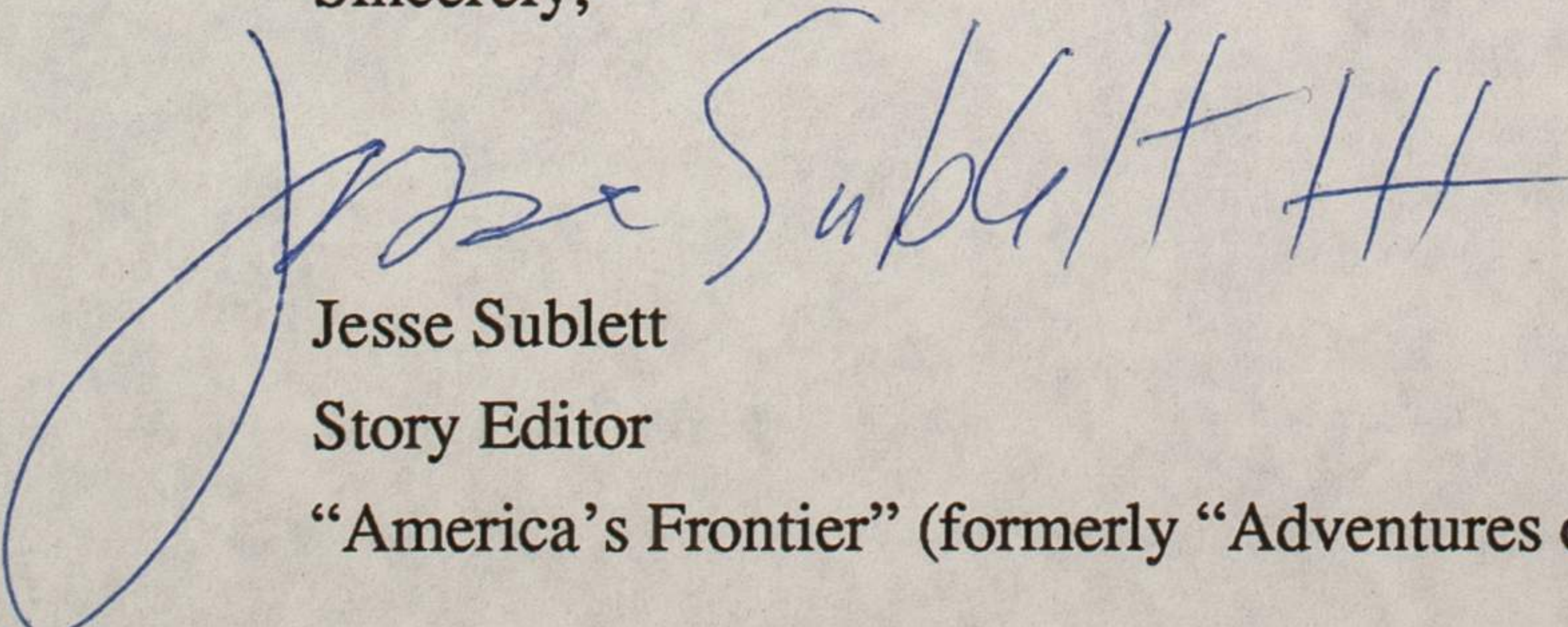
We really appreciate the assistance you've given us, especially in regard to the history of Nicodemus. I think I speak for everyone here when I say we wish the whole show could be devoted to Nicodemus.

I've enclosed a copy of the script in the hopes that you'd comment on it for us. Let us know how you feel about it in regard to tone, content, and facts. I'll be revising the script in about a week, so if you could get back to us before then, that would be especially helpful. That way I could incorporate your comments in the next draft, if need be.

Most of the work I'll be doing will be on writing a new introduction and a conclusion. I'll be polishing the text throughout, however. One of my pet peeves is over simplification, and I'll be on the lookout for statements that are too broad, and, therefore, misleading.

I look forward to hearing from you. And, once again, we appreciate your time and expertise.

Sincerely,



Jesse Sublett

Story Editor

"America's Frontier" (formerly "Adventures of the Old West")



ADVENTURES OF THE OLD WEST

"PIONEERS"

by

TODD SIDWELL  
(Second Draft)

June 22, 1993



All America lies at the end of the wilderness road, and our past is not a dead past, but still lives in us. Our forefathers had civilization inside themselves, the wild outside. We live in the civilization they created, but within us the wilderness still lingers. What they dreamed, we live, and what they lived, we dream.

T.K. Whipple,  
Study Out the Land



OPENING: FOOTAGE OF WAGON TRAINS (PIONEERS WALKING), SOD HOUSES, DUGOUTS, VARIOUS PIONEER TRAPPINGS, ETC.

PHOTO: AL WETHERILL

NARRATOR: In 1887 a rancher named Al Wetherill, while looking for strays in the valleys below the grand mesas of the Southwestern Colorado Territory, discovered a series of ancient cliff dwellings built high in the sides of the imposing mesas.

PHOTO: CLIFF DWELLINGS\  
WETHERILL.

WETHERILL: "I looked up and saw the towers and tops of the buildings of Cliff Palace. In the blue dusk and the silence, it had all the appearance of a mirage. The solemn grandeur of those outlines was breathtaking. I walked in close and stood looking up at the ruins in surprised awe. This discovery surpassed my wildest dreams."

NARRATOR: The surprised rancher had discovered evidence of a people who had settled in the North American West centuries before Anglo pioneers arrived in the area.

It is generally believed that the ancient builders of the cliff dwellings of Mesa Verde came to the West from the East, across the Bering Strait; eventually settling among the mesas of the desert Southwest.

PHOTO: UTES.

Later, the semi-nomadic Utes settled in the area. However, they avoided the abandoned cliff houses, preferring to live in the valley below, near the rivers and streams.



PHOTO: CORONADO.

By 1543 the Spanish had surveyed North America's Pacific Coast and along the Gulf of Mexico. They had also penetrated the interior of California. Members of the Francisco Vazquez de Coronado expedition to North America in 1540, reached the Colorado River 150 miles east of San Diego.

PHOTO: TRAPPER\MOUNTAIN MAN\  
MISSIONARY.

By the beginning of the Nineteenth Century a few trappers, traders, and missionaries were settling in the Western Wilderness, even as far west as Oregon and California. When they would return to the states they would take with them tales of blacker soil, bluer skies, sunnier climates and fortunes to be made.

PHOTO: EMIGRANT FAMILY.

In 1841 a small number of people, not trappers or missionaries, but farmers looking for a new home, lured by the promise of a better life, left Missouri for the Pacific Coast. Each year thereafter the number of emigrants to the West steadily increased.

PHOTO: GOLDRUSH.

The discovery of gold in California spurred a sudden increase in the number of people traversing the Oregon Trail west.

PHOTO: SLAVERY\ABOLITION.

By the mid 19th century some abolitionists found the practice of black slavery so distasteful that they pulled up stakes and headed West, hoping to find a place where there would be no sign of slavery.



PHOTO: FARMER.

The typical farmer objected to slavery on purely economic grounds. A farmer who owned no slaves could not grow crops as cheaply as a farmer who did. He could go broke or move West.

PHOTO: ANDREW JACKSON\  
DEPRESSION OF 1837.

On May 10, 1837, 67 days after President Andrew Jackson retired from office, the nation suffered its first major financial collapse. The major New York banks closed precipitating a panic. The country slipped into a financial depression. Agricultural prices took a nosedive and farm surpluses flooded the markets. Farmers who could not make their mortgage payments packed what they could into wagons and headed for free land in the West.

PHOTO: EPIDEMIC.

People were also driven west by epidemics of sickness. In the 1830s a cholera epidemic started that would rage for two decades killing thousands of people. More people died in the East from disease epidemics, during this period of time, than from any other cause.

PHOTO: MORMONS.

Some people emigrated west to escape religious persecution. The Mormons were driven from their homes in Nauvoo, Illinois in 1846, by intolerant neighbors. They set out on a mass migration headed West into, literally, another country.



PHOTO: CIVIL WAR\  
RECONSTRUCTION.

In the aftermath of the American Civil War many people struck out for the western promise of prosperity. In the South, especially, they were leaving homes and an economy that were devastated.

PHOTO: TUCSON.

In contrast, the town of Tucson, Arizona was a bustling economic and cultural gem. And, as such, represented the paradise in the West that so many emigrants were seeking. Many of the pioneers who settled there came north from Mexico, and with their Spanish heritage created an oasis of European style civilization in the hostile, rugged wilderness of the western desert.

PHOTO: TUCSON COLONY.  
(PRESIDIO)

The colony of Tucson was started in 1775 by Spanish speaking settlers. It soon became a presidio of the Spanish king, meant to protect the Spaniards of New Spain from their Native American enemies and European foes.

PHOTO: BOURKE.

Captain John Bourke of the Third Cavalry was serving with General George Crook when he visited Tucson in 1870.

BOURKE: "Tucson, the commercial entrepot of Arizona and the remoter Southwest - Tucson, the Naples of the desert... whose maidens were more charming, whose society was more hospitable, merchants more progressive, magazines better stocked, climate more dreamy, than any town from Santa Fe to Los Angeles."



PHOTO: OCHOA.

NARRATOR: One of the progressive, hospitable merchants of Tucson was a fellow by the name of Don Estevan Ochoa.

PHOTO: SANTA FE TRAIL.

Ochoa was born in Chihuahua, Mexico in 1831. As a young man he made his way north via the Santa Fe Trail. Eventually he arrived in Tucson where he started his own freighting business in 1868.

PHOTO: FREIGHT TRAIN.

There was a need to be filled and money to be made, as Americans enthusiastically pioneered the west, and overland freighting by wagon train was the only effective means to transport supplies to the remote outposts of this new western civilization.

PHOTO: RAILROAD.

Although completion of the first trans-continental railroad was only one year away, in 1869, the railroad would not make serious inroads to the Southwest until the 1880's.

PHOTO: OCHOA.

Ochoa quickly became legendary for his bravery, integrity, and business acumen.

PHOTO: OCHOA.

BOURKE: "This gentleman is a man with a history. He is Don Estevan Ochoa, one of the most enterprising merchants, as he is admitted to be one of the coolest and bravest men in all the southwestern country."



PHOTO: CONFEDERATE FORCES IN  
TUCSON. CAPTAIN HUNTER.

NARRATOR: Ochoa's reputation for bravery and integrity had been furthered by his response to occupying forces of the Confederacy during the American Civil War. When Captain Sherod Hunter of the Confederate forces in Arizona demanded that Ochoa swear an oath of loyalty to the South, Ochoa would have no part of it:

PHOTO: OCHOA.

OCHOA: "Captain Hunter, it is out of the question for me to swear allegiance to any party or power hostile to the United States Government; for to that government I owe my prosperity and happiness."

PHOTO: WAGON.

NARRATOR: Prosperity and happiness were exactly what everyone heading west was looking for. However, the cost of getting started on the westward trek was often high. It could cost \$1500.00 to purchase and outfit just one wagon.

PHOTO: B&O RR.

Although the nation's first railroad, the Baltimore and Ohio, had begun operation under steam power in 1830, and rails had reached the Midwest by the 1840's; the wagon was the only feasible means of transporting goods west during the first three decades of western migration.

PHOTO: WAGON TRAIN.

It was possible to avoid the cost of outfitting a wagon by buying passage on a wagon train specifically outfitted for the transportation of those desiring to emigrate to the West.



PHOTO: CIRCULAR.

In March of 1849, the company of Turner, Allen & Company, of St. Louis issued a circular advertising passage on a "Pioneer Train."

CIRCULAR: "Elliptic spring wagons, covered and fitted up comfortably for carrying six passengers each. Price of passage, including rations, \$200.00. 100 pounds baggage per man. We expect to make the trip in 55 or 60 days, but we take provisions for 100 days. We have taken much pains to select the kind of mules best adapted for the trip."

PHOTO: REID.

NARRATOR: Bernard Reid, a former school teacher working in the Surveyor Generals Office in St. Louis, purchased passage on this "Pioneer Train:"

REID: "So attractive was the scheme that before the end of April 120 tickets were sold, - and so were the purchasers, myself among them."

PHOTO: WAGON TRAIN.

"There were twenty good spring wagons with square tops...and each seated for six passengers. There were 22 freight and baggage wagons with the usual hooped covers, all loaded to their full capacity and drawn by six mules, and some of the heavier ones by eight.

PHOTO: WAGON TRAIN\MULES.

No pen can adequately describe our start. Half a dozen circuses in one would have been tame in comparison. Not one of our mules had ever had a bit in its mouth or a collar around its neck."



PHOTO: INDEPENDENCE.

NARRATOR: The "Pioneer Line" hitched up in Independence, Missouri and set out on the Santa Fe Trail for 45 miles before turning onto the Oregon Trail and heading Northwest, crossing the Kansas River.

PHOTO: TRAILSIDE GRAVES.

REID: "Friday, June 1st. Cloudy. Two new cases of cholera in our camp; passed a grave with a cross, and grave of H.L. Dunlap, of Indianapolis. At encampment grave of J. Landon, of Oxford, Ohio. After dinner passed grave of John Eathy. Distance 16 miles. Mules so hard worked they gave out some this afternoon.

PHOTO: PIONEERS WALKING.

"Monday, June 18. Rations served at noon. No ham. Half the dry bread mouldy. Walked some in the afternoon. Feet very sore."

PHOTO: FT. LARAMIE.\ROUGH TERRAIN.

NARRATOR: The trail takes the "Pioneer Train" west beyond Fort Laramie in present-day Wyoming, and into the roughest terrain and most arid and desolate country yet encountered:

PHOTO: DRY PLAINS.

REID: "Saturday, July 7th. Places that had been shallow lakes or ponds were now covered with some salt or alkali substance, white as snow and half an inch thick. No water or food all day. Great thirst. Found only beds of dry sand. It was midnight when I led the poor pony to the water's edge and into the river. He swallowed the grateful draught with great avidity, and stooping down I followed his example."



PHOTO: DREARY CAMP.

"Monday, July 9th. Dead oxen strewn along every half mile. Sloughs of bad water. Mules greatly exhausted. Ours gave out with others. Camped for noon at a little swampy run of sulphurous water, all tramped up by oxen and mules. The poor half-starved and overworked animals have indeed a hard time of it.

PHOTO: BARREN PLAINS.

"Sunday, August 26th. Out of breadstuffs entirely. Breakfast on rice. The wide plains passed over today are quite desert like, whitened with alkali and covered thinly with tufts of greasewood and sage. The dust was terrible. Total today 18 miles.

PHOTO: SUNSET.

"Monday, August 27. We were struck with wonder at a scene that burst suddenly on our sight. It was the most beautiful and gorgeous sunset I have ever beheld. No pen can describe or pencil paint a picture of such extraordinary beauty - made still more beautiful by the mountains underlying the picture and by its contrast with the dreary desolation reigning in the desert around us. The wondrous scene was one of the bright spots on our long and tiresome way. Total today 19 miles."



PHOTO: SIERRA NEVADA MTS.

"Tuesday, September 18. The summit of the great Sierra looms before us and must be passed today. It is steep and rocky, so much so as to make me doubt whether the pioneer wagons can ever be dragged over it. The ascent is between one and two miles. From the summit the eye takes in a stretch of country extending westward in a succession of mountain peaks, hills, and ravines far toward the Pacific Ocean. I could not help feeling joy at the thought that the great barrier was passed at last and we could now look down into the land of promise."

PHOTO: GOLD FIELDS.

NARRATOR: Bernard Reid arrived in the gold fields of California in late September 1849. A trip that had been advertised at 55 days took 165 days to complete. Reid was one of only eight members of the "Pioneer Train" to eventually reach San Francisco, the original advertised destination of the "Pioneer Line."

PHOTO: STEAMER\SAN FRANCISCO.

PHOTO: SCOTT FAMILY.

One family that chose to outfit their own wagon for the trip west was that of Sidney Scott who, in 1852, the year the Baltimore and Ohio Railroad reached its original goal of the Ohio River at Wheeling, sold his farm and packed up his wife and family of twelve children, to strike out for a better life in the Oregon Territory.

PHOTO: OREGON TRAIL WAGON TRAIN.

The Scotts joined a small wagon train for the 2,300 mile trek along the Oregon trail which would take nearly six months to complete.



PHOTO: WILDERNESS HOSPITAL or  
TRAIL SIDE GRAVES.

NARRATOR: The Scott family would quickly learn for themselves the price of a western migration that went beyond the simple cost of a wagon and provisions. Scott's wife soon fell ill with cholera and died.

Shortly after the death of his mother, three year old Willie Scott died from dysentery.

PHOTO: SCOTT FAMILY.  
OREGON TERRITORY.

NARRATOR: In spite of the hardship of the trail and the losses sustained the remaining Scotts arrived in Oregon in the fall of 1852.

PHOTO: YOUNG ABIGAIL.

In the spring of the next year Scott's daughter, Abigail, became a school teacher in the village of Eola, Oregon.

PHOTO: ABIGAIL.

Attractive young women were scarce in Oregon at the time, and Abigail did not lack suitors.

PHOTO: LAND ACT.

Also Oregon's Land Donation Act of 1850 gave each new settler to the territory 640 acres, if married. Single men received only half that.

PHOTO: BEN DUNIWAY.

ABIGAIL: "I met my fate in the person of Mr. Ben C. Duniway, a young rancher of Clackamas County, who took me, a bride, to his bachelor ranch where we lived four years."

PHOTO: PIONEER WOMAN AT WORK.

NARRATOR: Abigail undertook the arduous life of a pioneer with committed zeal. However, she quickly became aware of the sacrifices required by such a life:



PHOTO: PIONEER WOMAN AT WORK.

ABIGAIL: "To bear two children in two and a half years from my marriage day, to make thousands of pounds of butter every year for market...to sew and cook, and wash and iron; to bake and clean and stew and fry; to be, in short, a general pioneer drudge, with never a penny of my own, was not pleasant business."

PHOTO: PIONEER CHILDREN.

ABIGAIL: I was often compelled to neglect my little children while spending my time in the kitchen, or at the churn or wash tub, doing heavy work for hale and hearty men - work for which I was poorly fitted."

NARRATOR: When tragedy struck her family, Abigail found her life completely changed in a moment:

PHOTO: BUCKBOARD AND TEAM.

ABIGAIL: "An accident with a runaway team befell my husband, which, though he lived many years thereafter, incapacitated him for physical labor on a farm, and threw the financial, as well as domestic, responsibility of our family upon my almost unaided self."

PHOTO: SCHOOLHOUSE\ROOM.

ABIGAIL: "I would arise from my bed at 3 A.M. to do a days work before school. Then repairing to my school room I would teach the primer classes. After preparing luncheon I would resume school work until 4 o'clock, before taking up my household duties again in the home."



PHOTO: ABIGAIL DUNIWAY.

NARRATOR: Abigail soon found that her husband's accident, although tragic, had opened the door to a new way of life, and inspired her to pursue new opportunities. It took her away from the demanding existence of a pioneer farm and delivered her to a new, more independent life:

PHOTO: DUNIWAY FAMILY.

ABIGAIL: "And yet, notwithstanding all this effort, I led an easier life than I had known on a pioneer farm. My work was rest for both mind and body. Health improved and hope revived. The evenings musical, intellectual and thoroughly enjoyable; but how I got through with all of this physical work, and kept ahead of my constantly improving classes, as the weeks and months and years went on, I do not know."

PHOTO: MILLINERY.

NARRATOR: After saving her money from her teaching and boarding, Abigail opened a millinery and notions shop. This venture was not only a financial success, but it put her in a position to see first hand how difficult it was for women to enjoy the same rights and protection under the law as their male counterparts.

PHOTO: ABIGAIL.

ABIGAIL: "One-half of the women are dolls, the rest of them are drudges, and we're all fools!"

PHOTO: BEN DUNIWAY.

NARRATOR: Abigail's husband, Ben, responded to her lament by telling her that nothing would get better for women until they had the vote.



PHOTO: ABIGAIL.

ABIGAIL: "The light permeated to the very marrow of my bones filling me with such hope, courage, and determination as no obstacle could conquer and nothing but death could overcome."

PHOTO: PORTLAND, OREGON.

NARRATOR: At 36, and a mother of six, Abigail Scott Duniway began working for women's right to vote. She began her career as a suffragette.

Abigail moved her family to Portland, then a village of 8,000 people, where she decided to start a newspaper. The first issue of her paper, "The New Northwest" came out on May 5, 1871.

PHOTO: "THE NEW NORTHWEST".

Her purpose in publishing the paper was to further the cause of women's rights.

PHOTO: SUSAN B. ANTHONY.

Shortly after the first issue of the "New Northwest" came out, Abigail met Susan B. Anthony in Portland. The two women took an immediate liking to each other. Anthony invited Abigail to accompany her on a lecture tour of the Northwest.

PHOTO: WOMAN (ABIGAIL) SPEAKING TO CROWD.

ABIGAIL: "How vividly I recall my first experience before a Portland audience! I went in fear and trembling before a cold, curious and critical crowd.

PHOTO: ABIGAIL AS LECTURER.

NARRATOR: And so began a new career for Abigail Scott Duniway. Travelling lecturer on behalf of women's rights. She spent the next twenty five years travelling the country, by wagon and by rail, calling for equal suffrage for women.



PHOTO: ABOLITIONIST PRESS.

NARRATOR: Principle was a primary motivating factor that spurred the Scotts to establish a new life on the frontier. They were representative of those people who migrated west because they found slavery unpalatable. That is, they were abolitionists.

PHOTO: CIVIL WAR.

NARRATOR: Once the Civil War was over and slaves were free, it was no longer necessary for anyone with abolitionist sympathies to escape the stench of slavery by heading into the frontier.

However, the Federal Governments failure to provide land for freed slaves literally created an underclass of "farmers without land." This meant that many of these farmers looked west to find their land. Land to call their own, land on which they would be truly free.

PHOTO: NICODEMUS TOWN CO.

A town promoter from Indiana named W.R. Hill, who had organized the towns of Wichita and Hutchinson, Kansas, got together with ~~six~~<sup>five</sup> black ministers to form and promote an all black town in Kansas. They recognized the need of so many southern blacks for land to farm, and a place to live free of prejudice and discrimination. ✓



PHOTO: NICODEMUS TOWN CO.

On April 18, 1877, they formed the Nicodemus Town Company. Their new town was named after the first black slave in America to have purchased his own freedom. Nicodemus had predicted the day when blacks in America would be free; and an all black town where the citizens would be free Americans was the symbolic and literal culmination of that hope and dream.

PHOTO: NICODEMUS CIRCULAR.

There was, however, the necessity of making a profit on the venture. This meant the promoters of Nicodemus specifically distributed their cheaply printed circulars advertising Nicodemus only to those few blacks in the south financially capable of purchasing land and moving west.

CIRCULAR: "It is the finest country we ever saw. The soil is of a rich, black, sandy loam. The country is rather rolling, and looks most pleasing to the human eye. The south fork of the Solomon River flows through Graham County...and has an abundance of excellent water."

PHOTO: GEORGETOWN COLONY.

NARRATOR: The family of Williana Hickman, of Georgetown, Kentucky, found the pitch for Nicodemus intriguing enough to set out for a new life in Kansas.



PHOTO: RAILROAD.

NARRATOR: By the time families like the Hickmans began the westward migration the railroad had expanded to cross the Mississippi River and reached as far as western Kansas. This expansion was due in large measure to the important role the rails played in the Northern effort during the Civil War.

PHOTO: TRAIN.

NARRATOR: Travel to Nicodemus usually meant taking the train as far as Ellis, Kansas, where the rail stopped. From there the travellers would proceed to Nicodemus, some by wagon, most on foot.

PHOTO: WILLIANA HICKMAN.

WILLIANA: "I left Kentucky with my husband and six children and with a colony of more than 300 families.

PHOTO: FRONTIER FARMHOUSE.

WILLIANA: "We dwelled at a farmhouse [the first] night. They didn't have bedrooms enough, and Mr. Peter Roundtree sat up with my husband in order to allow me and my children a chance to rest."

PHOTO: TENTS ON THE PRAIRIE.

NARRATOR: The lack of bedrooms at the farm house was only a taste of the deprivation and hardship to come.

WILLIANA: "The next night, members of the colony had succeeded in stretching a tent. This was our first experience of staying in a tent. We remained in the camp about two weeks. Several deaths occurred among the children of the colony while we were there.



PHOTO: WAGON TRAIN.

We left there for Nicodemus, travelling overland with horses and wagons. We were two days on the way, with no roads to direct us save deer trails and buffalo wallows. We travelled by compass. At night the men built bonfires and sat around them, firing guns to keep the wild animals from coming near. We reached Nicodemus about 3 o'clock the second day."

PHOTO: PRIMITIVE NICODEMUS.

When we got in sight of Nicodemus the men shouted, 'There is Nicodemus.' 'Being very sick, I hailed this news with gladness. I looked with all the eyes I had. I said, 'where is Nicodemus? I don't see it.' My husband pointed out various smokes coming out of the ground and said, 'That is Nicodemus.'"

PHOTO: NICODEMUS DUGOUTS.

WILLIANA: "The families lived in dugouts. We landed and once again struck tents. The scenery to me was not at all inviting, and I began to cry."

PHOTO: SETTLERS ON THE BARREN PLAIN.

NARRATOR: Williana Hickman's reaction upon seeing the raw townsite for the first time was not unusual for new arrivals. Sixty families, who had migrated from Lexington, Kentucky, were so bitterly disappointed they returned eastward the day after they arrived.

PHOTO: NICODEMUS HOMESTEAD.

NARRATOR: Those settlers, like the Hickmans, who homesteaded in Nicodemus, soon learned how hard survival in Nicodemus was going to be.

*Handwritten notes:*  
Sixty families  
who had migrated from Lexington, Kentucky, were so bitterly disappointed they returned eastward the day after they arrived.



PHOTO: CIRCULAR.

The advertisements for Nicodemus led potential settlers to believe that the soil was rich and black. In reality it was hard and yielded to vegetation only reluctantly. The country had been sold to be "rolling and pleasing to the eye." Yet it was flat and barren as far as the eye could see. An abundance of water had been promised from the south fork of the Solomon River. However, the river was quite a distance from the townsite.

*amounted to this from horse to ground*

PHOTO: POOR SETTLERS OF NICODEMUS.

Many of the settlers were ill equipped, being unable to afford farm implements. Beside the fact that the first year the settlers arrived too late in the season to begin planting. These would-be farmers found they had to travel great distances to find work to tide them through the winter.

PHOTO: WILLIANA.  
WILLIANA ON HOMESTEAD.

WILLIANA: "Days, weeks, months, and years passed, and I became reconciled to my home. We saw it grow, it was our fondest hope."

PHOTO: NICODEMUS.

NARRATOR: That first winter the 350 residents of the town would probably have starved to death except for the generosity of the local Osage and Pottawatomie Indians who shared their game and government provisions with them. However, the settlers of Nicodemus were proud to be free in a land of their own. This attitude combined with a strong religious faith kept them going that first hard year.

*Wanda P. J. ...*

PHOTO: OSAGE\POTTAWATOMIE.



PHOTO: DUGOUTS\SOD BLDGS.  
CLASSROOM.

Almost immediately after arriving in Nicodemus the settlers established a school to insure their children a chance at an education. Also a fellow named Zack Fletcher opened a store to supply the new town with necessary supplies.

PHOTO: SOD PLOW.

As soon as a sod plow arrived in Nicodemus the settlers began building sod houses and buildings. Willianna Hickman's husband Daniel was a minister in Nicodemus and was responsible for the building of one of the first churches in town, Mt. Olive Church.

PHOTO: SOD CHURCH.

PHOTO: CHURCHHOUSE.

At first the church was a simple sod structure, but eventually a limestone churchhouse was built.

PHOTO: RAILROAD.

In 1886 the townspeople actively sought a rail line. They recognized how vitally important the railroad was to the survival and success of their town. The town first negotiated with the Missouri Pacific Railroad Company for a rail line. The railroad indicated that it would require \$18,000.00 from the town and land owners would have to be willing to sell land to the railroad company for the right-of-way, at a reasonable price. The town raised the necessary money through a bond issue. However, the Missouri Pacific chose another route west. The Union Pacific also negotiated with the town, the money the town had previously raised would satisfy the railroad. But the Union Pacific ended up passing Nicodemus no closer than six miles away.

? 16,000

PHOTO: UNION PACIFIC.



PHOTO: HILL CITY\SOLOMON  
RIVER.

PHOTO: TRESTLES.

PHOTO: NICODEMUS.

PHOTO: BOGUE.

PHOTO: BLACK TOWNS-  
MOUND BAYOU, MISS.  
LANGSTON & BOLEY, OK.

2

The reason the railroad bypassed Nicodemus, most likely involved the fact that the railroad needed to reach the county seat of Hill City just North of the Solomon River. Going through Nicodemus would have required the railroad to cross the river twice in order to reach Hill City from Nicodemus. This would have meant building two trestles across the river, to say nothing of the additional cost in laying track and acquiring land for a right-of-way.

Without the railroad Nicodemus began a steady decline. Many merchants moved from Nicodemus to Bogue, a former railroad camp, six miles away on the Union Pacific line. Some even took their wood buildings with them.

Nicodemus was only one of a number of black towns in the west during this time. There were six others in Kansas alone. However, these other towns died as a result of the railroad bypassing them. Nicodemus struggled to survive without the railroad and succeeded. Nicodemus remained small and relatively poor, but it survived.



PHOTO: SOUTHERN PACIFIC.

As the town of Nicodemus, Kansas struggled to survive without the railroad, Tucson, Arizona prospered as a result of the railroads arrival there six years earlier on March 25, 1880; when the Southern Pacific Railroad officially arrived in Tucson. Don Estevan Ochoa was a prominent member of the committee that welcomed the railroad and its dignitaries that day.

PHOTO: FREIGHT TRAIN.

Ironically, the railroad's arrival in Tucson marked the end of an era of prosperity for Ochoa. The freight company of Tully, Ochoa, and Co. could not compete with the lower freight rates offered by the railroad; and the company's fortunes declined steadily from this point.

PHOTO: ORPHANS.

NARRATOR: In 1854, the same year the Republican Party was formed in the United States, the railroad began to have a major impact on the lives of some other Americans, orphaned American children. This was the year the Children's Aid Society of New York City began sending orphaned children out west by rail. Later known as the "orphan trains," these trains carried hundreds of thousands of orphaned children to "the west" over the next seven decades.

PHOTO: EASTERN CITIES.

Eastern cities were suffering from pollution, overcrowding and severe poverty. Many children were left homeless due to the death of one or both parents. Many times parents simply could not afford a child and the child was left with the local orphanage.



PHOTO: ORPHANAGE.

Conditions in orphanages, jails, and asylums were not suited for the caring and raising of children. And there was growing demand on the very limited resources of the cities to care for an ever increasing number of orphans. In 1854, Charles Loring Brace, Secretary of the Children's Aid Society of New York City, recognized something had to be done to help these orphans:

PHOTO: CHARLES L. BRACE.

BRACE: "The best of all asylums for the outcast child is the farmer's home. In every American community - especially a Western one, there are many spare places at the table of life. On the farms of America there is always room for one more pair of hands to help with the chores, and with the prevalence of Christian charity, the addition of another child to a farm is a blessing."

PHOTO: FARMS.

NARRATOR: And so the farmers of middle America were to be the solution to the problem of orphans in Eastern cities. They were to parent, educate and employ this seemingly endless stream of homeless waifs, many of whom had never known any life but that of the streets or the orphanage.

PHOTO: WEILER\ORPHAN CHILD.

NARRATOR: Toni Weiler lived in an orphanage in New York City from the time she was 10 days old until she was put on a train west at the age of three.



PHOTO: TRAIN.

TONI: "I was a small child and the first thing I remember the most is when we went down to board the train and it's big shot of steam happened to come out right then and it was really scary...and every time that we went through a town there was this clang, clang, clang kind of noise, a bell ringing, and then the whistle on the train. You were just so awestruck with all these new things you were seeing, these different things that were happening to you.

PHOTO: TRAIN TRAVELLING THROUGH MIDWEST.

It was fine to tell us that we were going to a home where there would be a new mom and a papa to get along with, well what was a mom and a papa, we didn't know those things.

PHOTO: WEILER WITH FOSTER PARENTS.

WEILER: Now the New York Foundling home tried to place you ahead of time, so that when you got there, there would be someone for you.

PHOTO: AID SOCIETY AD.

[When we] arrived in McCook, Nebraska, we rode three days and two nights to get there, this strange man comes and takes me off the train and this woman. They were an old couple. They wanted me to take care of them in their old age.

PHOTO: CHILD ARRIVING IN WESTERN TOWN.

Here are these strange people come to pick you up and take you to their house and you'd never seen a house before. So here was this strange place, and these strange people, and it was scary. It was just so different and you didn't know what to expect. There aren't words to describe the lost, lonely, feeling that you had.

PHOTO: ORPHANS BEING GREETED BY NEW FAMILIES. (TONI)



PHOTO: ORPHANAGE.

We were used to being around children all the time. We weren't around adults [at the orphanage]. So being around adults was all so new to us.

PHOTO: TONI & PARENTS.

I knew my foster mother didn't care too much about me and my foster father was a railroader; so he was gone a lot of the time. This left me with her. Looking back, that was kind of unfair since she didn't want me in the first place. But I guess my foster father made the proposition either/or, because they couldn't have any children of their own. I guess that's why she put up with me.

PHOTO: LATER PHOTO OF TONI AND FAMILY.

I stayed with them until I was eighteen. They moved from McCook to Hastings and that's where I went to school from the fourth grade.

PHOTO: FORLORN LOOKING ORPHANS.

You know, I was looked at as a bastard. Anybody that was an orphan in those days, they say that your mother wasn't married and that the mother was bad, so of course, the kid was bad. You weren't going to amount to anything. I sure fooled them!

PHOTO: TONI.

I hate to be called a survivor. I went above surviving. I think I'm a transcender.

PHOTO: EARLY ABIGAIL SCOTT.

NARRATOR: Abigail Scott could hardly have known that she too would become a transcender when she set out with her family from Illinois along the Oregon Trail in 1852.



PHOTO: ABIGAIL AS SUFFRAGETTE.

She did not seek to become a heroic figure. She only intended to solve a great injustice.

PHOTO: ABIGAIL WITH FAMILY.  
ABIGAIL AS SUFFRAGETTE.

While working tirelessly in the cause of equal rights for women she raised her six children and cared for her invalid husband; who died in 1896 after suffering a long illness:

PHOTO: BEN DUNIWAY.

ABIGAIL: "The faithful husband of my youth was called to desert his pain-racked body, leaving me alone. Never since, through all the mornings of nearly eighteen vanished years, have I awakened, whether from a dreamless or a dreaming sleep, failing to quote a sentence in his memory:

Here in the body pent,  
Absent from him I roam,  
Yet nightly pitch my moving tent,  
A day's march nearer home.

PHOTO: NEWSPAPER -  
"Oregon Gives Women Vote!"  
EMANCIPATION PROCLAMATION.

NARRATOR: Finally in 1912, Oregon women overcame resistance to equal suffrage and gained the vote. Oregon Governor Oswald West asked Abigail to draft the Women's Emancipation Proclamation. At the age of 78 Abigail Duniway voted for the first time.

PHOTO: ABIGAIL AS OLD WOMAN.

ABIGAIL: "Success will seldom come in the ways that one has planned for it; but come it will, sooner or later, to all who are faithful, if not in this brief, mundane existence, then surely, as I verily believe, in the broader realm of opportunity that will open for us.



CONCLUSION -

PHOTO: RR.

PHOTO: PROMONTORY POINT 1869.

PHOTO: RR.\WAGONS\PIONEERS.

NARRATOR: By the early 1850's several short line railroads had connected to form fully integrated rail systems. The New York Central Railroad was formed from several railroads between Buffalo and Albany. An all rail route from Philadelphia to Pittsburgh was completed in 1854. By 1873, four, fully integrated trunk-line railroads connected Chicago and St. Louis with the East. The first inter-continental rail-line was completed when the Union Pacific and Central Pacific Railroads met at Promontory Point, Utah May 10th 1869.

The completion of a rail system that linked the Atlantic Coast with the Pacific, with many short lines tying in from all directions; meant that it was no longer necessary to travel across the country by wagon, horseback, or foot. Indeed, the arrival of the railroad in the West effectively ended the era of the wild, western frontier. The railroad is a metaphor for the taming of the West.

It would no longer be necessary to endure the months of gruelling travel, the sickness, deprivation, and death that was the pioneer experience previous to the arrival of the railroad. The trip could be taken in the relative comfort of a rail car and completed in a matter of days or weeks rather than months. Plenty of food was available and sickness and death were the exception rather than the rule.



PHOTO: MONTAGE OF OUR  
PIONEER SUBJECTS

Those who really tamed the West were the 350,000 pioneers who traversed the country from every direction, between the relative dates of 1841 and 1869, to land in the West and create a new civilization. If they hadn't gone West first, the railroad would not have gone West.



BIBLIOGRAPHY OF QUOTES

OCHOA: LOS TUCSONENSES, by Thomas E. Sheridan.  
University Of Arizona Press.  
ON THE BORDER WITH CROOK, by John G. Bourke.  
Charles Scribner's Sons.

REID: OVERLAND TO CALIFORNIA WITH THE PIONEER LINE,  
THE GOLD RUSH DIARY OF BERNARD J. REID.  
Stanford University Press.

SCOTT: PATHBREAKING, by Abigail Scott Duniway  
Schocken Books.  
THE WOMEN, by Joan Swallow Reiter, & the editors of  
TIME-LIFE BOOKS. THE OLD WEST Series.  
Time-Life Books.

NICODEMUS: WILLIANNNA HICKMAN INTERVIEW - Topeka Capital Daily  
August 29, 1937.

ORPHANS: TONI WEILER TRANSCRIPT - Phone conversation between  
the author and Mrs. Weiler.

*Wetherill: Encyclopedia of Frontier Biography -  
Subj: Benjamin Alfred Wetherill*



**BRAZOS  
PRODUCTIONS**



Angela -

Thank-you for of your help.

Here is our 2nd Draft

of "Pioneers". We are

revising now. Let us know

if you have any comments

Laurie Freeman



ADVENTURES OF THE OLD WEST

"PIONEERS"

by

TODD SIDWELL  
(Second Draft)

June 22, 1993



OPENING: FOOTAGE OF WAGON TRAINS (PIONEERS WALKING), SOD HOUSES, DUGOUTS, VARIOUS PIONEER TRAPPINGS, ETC.

PHOTO: AL WETHERILL

NARRATOR: In 1887 a rancher named Al Wetherill, while looking for strays in the valleys below the grand mesas of the Southwestern Colorado Territory, discovered a series of ancient cliff dwellings built high in the sides of the imposing mesas.

PHOTO: CLIFF DWELLINGS\  
WETHERILL.

WETHERILL: "I looked up and saw the towers and tops of the buildings of Cliff Palace. In the blue dusk and the silence, it had all the appearance of a mirage. The solemn grandeur of those outlines was breathtaking. I walked in close and stood looking up at the ruins in surprised awe. This discovery surpassed my wildest dreams."

NARRATOR: The surprised rancher had discovered evidence of a people who had settled in the North American West centuries before Anglo pioneers arrived in the area.

It is generally believed that the ancient builders of the cliff dwellings of Mesa Verde came to the West from the East, across the Bering Strait; eventually settling among the mesas of the desert Southwest.

PHOTO: UTES.

Later, the semi-nomadic Utes settled in the area. However, they avoided the abandoned cliff houses, preferring to live in the valley below, near the rivers and streams.



PHOTO: CORONADO.

By 1543 the Spanish had surveyed North America's Pacific Coast and along the Gulf of Mexico. They had also penetrated the interior of California. Members of the Francisco Vazquez de Coronado expedition to North America in 1540, reached the Colorado River 150 miles east of San Diego.

PHOTO: TRAPPER\MOUNTAIN MAN\  
MISSIONARY.

By the beginning of the Nineteenth Century a few trappers, traders, and missionaries were settling in the Western Wilderness, even as far west as Oregon and California. When they would return to the states they would take with them tales of blacker soil, bluer skies, sunnier climates and fortunes to be made.

PHOTO: EMIGRANT FAMILY.

In 1841 a small number of people, not trappers or missionaries, but farmers looking for a new home, lured by the promise of a better life, left Missouri for the Pacific Coast. Each year thereafter the number of emigrants to the West steadily increased.

PHOTO: GOLDRUSH.

The discovery of gold in California spurred a sudden increase in the number of people traversing the Oregon Trail west.

PHOTO: SLAVERY\ABOLITION.

By the mid 19th century some abolitionists found the practice of black slavery so distasteful that they pulled up stakes and headed West, hoping to find a place where there would be no sign of slavery.



PHOTO: FARMER.

The typical farmer objected to slavery on purely economic grounds. A farmer who owned no slaves could not grow crops as cheaply as a farmer who did. He could go broke or move West.

PHOTO: ANDREW JACKSON\  
DEPRESSION OF 1837.

On May 10, 1837, 67 days after President Andrew Jackson retired from office, the nation suffered its first major financial collapse. The major New York banks closed precipitating a panic. The country slipped into a financial depression. Agricultural prices took a nosedive and farm surpluses flooded the markets. Farmers who could not make their mortgage payments packed what they could into wagons and headed for free land in the West.

PHOTO: EPIDEMIC.

People were also driven west by epidemics of sickness. In the 1830s a cholera epidemic started that would rage for two decades killing thousands of people. More people died in the East from disease epidemics, during this period of time, than from any other cause.

PHOTO: MORMONS.

Some people emigrated west to escape religious persecution. The Mormons were driven from their homes in Nauvoo, Illinois in 1846, by intolerant neighbors. They set out on a mass migration headed West into, literally, another country.



PHOTO: CIVIL WAR\  
RECONSTRUCTION.

In the aftermath of the American Civil War many people struck out for the western promise of prosperity. In the South, especially, they were leaving homes and an economy that were devastated.

PHOTO: TUCSON.

In contrast, the town of Tucson, Arizona was a bustling economic and cultural gem. And, as such, represented the paradise in the West that so many emigrants were seeking. Many of the pioneers who settled there came north from Mexico, and with their Spanish heritage created an oasis of European style civilization in the hostile, rugged wilderness of the western desert.

PHOTO: TUCSON COLONY.  
(PRESIDIO)

The colony of Tucson was started in 1775 by Spanish speaking settlers. It soon became a presidio of the Spanish king, meant to protect the Spaniards of New Spain from their Native American enemies and European foes.

PHOTO: BOURKE.

Captain John Bourke of the Third Cavalry was serving with General George Crook when he visited Tucson in 1870.

BOURKE: "Tucson, the commercial entrepot of Arizona and the remoter Southwest - Tucson, the Naples of the desert... whose maidens were more charming, whose society was more hospitable, merchants more progressive, magazines better stocked, climate more dreamy, than any town from Santa Fe to Los Angeles."



PHOTO: OCHOA.

NARRATOR: One of the progressive, hospitable merchants of Tucson was a fellow by the name of Don Estevan Ochoa.

PHOTO: SANTA FE TRAIL.

Ochoa was born in Chihuahua, Mexico in 1831. As a young man he made his way north via the Santa Fe Trail. Eventually he arrived in Tucson where he started his own freighting business in 1868.

PHOTO: FREIGHT TRAIN.

There was a need to be filled and money to be made, as Americans enthusiastically pioneered the west, and overland freighting by wagon train was the only effective means to transport supplies to the remote outposts of this new western civilization.

PHOTO: RAILROAD.

Although completion of the first trans-continental railroad was only one year away, in 1869, the railroad would not make serious inroads to the Southwest until the 1880's.

PHOTO: OCHOA.

Ochoa quickly became legendary for his bravery, integrity, and business acumen.

PHOTO: OCHOA.

BOURKE: "This gentleman is a man with a history. He is Don Estevan Ochoa, one of the most enterprising merchants, as he is admitted to be one of the coolest and bravest men in all the southwestern country."



PHOTO: CONFEDERATE FORCES IN  
TUCSON. CAPTAIN HUNTER.

NARRATOR: Ochoa's reputation for bravery and integrity had been furthered by his response to occupying forces of the Confederacy during the American Civil War. When Captain Sherod Hunter of the Confederate forces in Arizona demanded that Ochoa swear an oath of loyalty to the South, Ochoa would have no part of it:

PHOTO: OCHOA.

OCHOA: "Captain Hunter, it is out of the question for me to swear allegiance to any party or power hostile to the United States Government; for to that government I owe my prosperity and happiness."

PHOTO: WAGON.

NARRATOR: Prosperity and happiness were exactly what everyone heading west was looking for. However, the cost of getting started on the westward trek was often high. It could cost \$1500.00 to purchase and outfit just one wagon.

PHOTO: B&O RR.

Although the nations first railroad, the Baltimore and Ohio, had begun operation under steam power in 1830, and rails had reached the Midwest by the 1840's; the wagon was the only feasible means of transporting goods west during the first three decades of western migration.

PHOTO: WAGON TRAIN.

It was possible to avoid the cost of outfitting a wagon by buying passage on a wagon train specifically outfitted for the transportation of those desiring to emigrate to the West.



PHOTO: CIRCULAR.

In March of 1849, the company of Turner, Allen & Company, of St. Louis issued a circular advertising passage on a "Pioneer Train."

CIRCULAR: "Elliptic spring wagons, covered and fitted up comfortably for carrying six passengers each. Price of passage, including rations, \$200.00. 100 pounds baggage per man. We expect to make the trip in 55 or 60 days, but we take provisions for 100 days. We have taken much pains to select the kind of mules best adapted for the trip."

PHOTO: REID.

NARRATOR: Bernard Reid, a former school teacher working in the Surveyor Generals Office in St. Louis, purchased passage on this "Pioneer Train:"

REID: "So attractive was the scheme that before the end of April 120 tickets were sold, - and so were the purchasers, myself among them."

PHOTO: WAGON TRAIN.

"There were twenty good spring wagons with square tops...and each seated for six passengers. There were 22 freight and baggage wagons with the usual hooped covers, all loaded to their full capacity and drawn by six mules, and some of the heavier ones by eight.

PHOTO: WAGON TRAIN\MULES.

No pen can adequately describe our start. Half a dozen circuses in one would have been tame in comparison. Not one of our mules had ever had a bit in its mouth or a collar around its neck."



PHOTO: INDEPENDENCE.

NARRATOR: The "Pioneer Line" hitched up in Independence, Missouri and set out on the Santa Fe Trail for 45 miles before turning onto the Oregon Trail and heading Northwest, crossing the Kansas River.

PHOTO: TRAILSIDE GRAVES.

REID: "Friday, June 1st. Cloudy. Two new cases of cholera in our camp; passed a grave with a cross, and grave of H.L. Dunlap, of Indianapolis. At encampment grave of J. Landon, of Oxford, Ohio. After dinner passed grave of John Eathy. Distance 16 miles. Mules so hard worked they gave out some this afternoon.

PHOTO: PIONEERS WALKING.

"Monday, June 18. Rations served at noon. No ham. Half the dry bread mouldy. Walked some in the afternoon. Feet very sore."

PHOTO: FT. LARAMIE. \ROUGH TERRAIN.

NARRATOR: The trail takes the "Pioneer Train" west beyond Fort Laramie in present-day Wyoming, and into the roughest terrain and most arid and desolate country yet encountered:

PHOTO: DRY PLAINS.

REID: "Saturday, July 7th. Places that had been shallow lakes or ponds were now covered with some salt or alkali substance, white as snow and half an inch thick. No water or food all day. Great thirst. Found only beds of dry sand. It was midnight when I led the poor pony to the water's edge and into the river. He swallowed the grateful draught with great avidity, and stooping down I followed his example."



PHOTO: DREARY CAMP.

"Monday, July 9th. Dead oxen strewn along every half mile. Sloughs of bad water. Mules greatly exhausted. Ours gave out with others. Camped for noon at a little swampy run of sulphurous water, all tramped up by oxen and mules. The poor half-starved and overworked animals have indeed a hard time of it.

PHOTO: BARREN PLAINS.

"Sunday, August 26th. Out of breadstuffs entirely. Breakfast on rice. The wide plains passed over today are quite desert like, whitened with alkali and covered thinly with tufts of greasewood and sage. The dust was terrible. Total today 18 miles.

PHOTO: SUNSET.

"Monday, August 27. We were struck with wonder at a scene that burst suddenly on our sight. It was the most beautiful and gorgeous sunset I have ever beheld. No pen can describe or pencil paint a picture of such extraordinary beauty - made still more beautiful by the mountains underlying the picture and by its contrast with the dreary desolation reigning in the desert around us. The wondrous scene was one of the bright spots on our long and tiresome way. Total today 19 miles."



PHOTO: SIERRA NEVADA MTS.

"Tuesday, September 18. The summit of the great Sierra looms before us and must be passed today. It is steep and rocky, so much so as to make me doubt whether the pioneer wagons can ever be dragged over it. The ascent is between one and two miles. From the summit the eye takes in a stretch of country extending westward in a succession of mountain peaks, hills, and ravines far toward the Pacific Ocean. I could not help feeling joy at the thought that the great barrier was passed at last and we could now look down into the land of promise."

PHOTO: GOLD FIELDS.

NARRATOR: Bernard Reid arrived in the gold fields of California in late September 1849. A trip that had been advertised at 55 days took 165 days to complete. Reid was one of only eight members of the "Pioneer Train" to eventually reach San Francisco, the original advertised destination of the "Pioneer Line."

PHOTO: STEAMER\SAN FRANCISCO.

One family that chose to outfit their own wagon for the trip west was that of Sidney Scott who, in 1852, the year the Baltimore and Ohio Railroad reached its original goal of the Ohio River at Wheeling, sold his farm and packed up his wife and family of twelve children, to strike out for a better life in the Oregon Territory.

PHOTO: SCOTT FAMILY.

PHOTO: OREGON TRAIL WAGON TRAIN.

The Scotts joined a small wagon train for the 2,300 mile trek along the Oregon trail which would take nearly six months to complete.



PHOTO: WILDERNESS HOSPITAL or  
TRAIL SIDE GRAVES.

NARRATOR: The Scott family would quickly learn for themselves the price of a western migration that went beyond the simple cost of a wagon and provisions. Scott's wife soon fell ill with cholera and died.

Shortly after the death of his mother, three year old Willie Scott died from dysentery.

PHOTO: SCOTT FAMILY.  
OREGON TERRITORY.

NARRATOR: In spite of the hardship of the trail and the losses sustained the remaining Scotts arrived in Oregon in the fall of 1852.

PHOTO: YOUNG ABIGAIL.

In the spring of the next year Scott's daughter, Abigail, became a school teacher in the village of Eola, Oregon.

PHOTO: ABIGAIL.

Attractive young women were scarce in Oregon at the time, and Abigail did not lack suitors.

PHOTO: LAND ACT.

Also Oregon's Land Donation Act of 1850 gave each new settler to the territory 640 acres, if married. Single men received only half that.

PHOTO: BEN DUNIWAY.

ABIGAIL: "I met my fate in the person of Mr. Ben C. Duniway, a young rancher of Clackamas County, who took me, a bride, to his bachelor ranch where we lived four years."

PHOTO: PIONEER WOMAN AT WORK.

NARRATOR: Abigail undertook the arduous life of a pioneer with committed zeal. However, she quickly became aware of the sacrifices required by such a life:



PHOTO: PIONEER WOMAN AT WORK.

ABIGAIL: "To bear two children in two and a half years from my marriage day, to make thousands of pounds of butter every year for market...to sew and cook, and wash and iron; to bake and clean and stew and fry; to be, in short, a general pioneer drudge, with never a penny of my own, was not pleasant business."

PHOTO: PIONEER CHILDREN.

ABIGAIL: I was often compelled to neglect my little children while spending my time in the kitchen, or at the churn or wash tub, doing heavy work for hale and hearty men - work for which I was poorly fitted."

NARRATOR: When tragedy struck her family, Abigail found her life completely changed in a moment:

PHOTO: BUCKBOARD AND TEAM.

ABIGAIL: "An accident with a runaway team befell my husband, which, though he lived many years thereafter, incapacitated him for physical labor on a farm, and threw the financial, as well as domestic, responsibility of our family upon my almost unaided self."

PHOTO: SCHOOLHOUSE\ROOM.

ABIGAIL: "I would arise from my bed at 3 A.M. to do a days work before school. Then repairing to my school room I would teach the primer classes. After preparing luncheon I would resume school work until 4 o'clock, before taking up my household duties again in the home."



PHOTO: ABIGAIL DUNIWAY.

NARRATOR: Abigail soon found that her husband's accident, although tragic, had opened the door to a new way of life, and inspired her to pursue new opportunities. It took her away from the demanding existence of a pioneer farm and delivered her to a new, more independent life:

PHOTO: DUNIWAY FAMILY.

ABIGAIL: "And yet, not withstanding all this effort, I led an easier life than I had known on a pioneer farm. My work was rest for both mind and body. Health improved and hope revived. The evenings musical, intellectual and thoroughly enjoyable; but how I got through with all of this physical work, and kept ahead of my constantly improving classes, as the weeks and months and years went on, I do not know."

PHOTO: MILLINERY.

NARRATOR: After saving her money from her teaching and boarding, Abigail opened a millinery and notions shop. This venture was not only a financial success, but it put her in a position to see first hand how difficult it was for women to enjoy the same rights and protection under the law as their male counterparts.

PHOTO: ABIGAIL.

ABIGAIL: "One-half of the women are dolls, the rest of them are drudges, and we're all fools!"

PHOTO: BEN DUNIWAY.

NARRATOR: Abigail's husband, Ben, responded to her lament by telling her that nothing would get better for women until they had the vote.



PHOTO: ABIGAIL.

ABIGAIL: "The light permeated to the very marrow of my bones filling me with such hope, courage, and determination as no obstacle could conquer and nothing but death could overcome."

PHOTO: PORTLAND, OREGON.

NARRATOR: At 36, and a mother of six, Abigail Scott Duniway began working for women's right to vote. She began her career as a suffragette.

Abigail moved her family to Portland, then a village of 8,000 people, where she decided to start a newspaper. The first issue of her paper, "The New Northwest" came out on May 5, 1871.

PHOTO: "THE NEW NORTHWEST".

Her purpose in publishing the paper was to further the cause of women's rights.

PHOTO: SUSAN B. ANTHONY.

Shortly after the first issue of the "New Northwest" came out, Abigail met Susan B. Anthony in Portland. The two women took an immediate liking to each other. Anthony invited Abigail to accompany her on a lecture tour of the Northwest.

PHOTO: WOMAN (ABIGAIL) SPEAKING TO CROWD.

ABIGAIL: "How vividly I recall my first experience before a Portland audience! I went in fear and trembling before a cold, curious and critical crowd.

PHOTO: ABIGAIL AS LECTURER.

NARRATOR: And so began a new career for Abigail Scott Duniway. Travelling lecturer on behalf of women's rights. She spent the next twenty five years travelling the country, by wagon and by rail, calling for equal suffrage for women.



PHOTO: ABOLITIONIST PRESS.

NARRATOR: Principle was a primary motivating factor that spurred the Scotts to establish a new life on the frontier. They were representative of those people who migrated west because they found slavery unpalatable. That is, they were abolitionists.

PHOTO: CIVIL WAR.

NARRATOR: Once the Civil War was over and slaves were free, it was no longer necessary for anyone with abolitionist sympathies to escape the stench of slavery by heading into the frontier.

However, the Federal Governments failure to provide land for freed slaves literally created an underclass of "farmers without land." This meant that many of these farmers looked west to find their land. Land to call their own, land on which they would be truly free.

PHOTO: NICODEMUS TOWN CO.

A town promoter from Indiana named W.R. Hill, who had organized the towns of Wichita and Hutchinson, Kansas, got together with six black ministers to form and promote an all black town in Kansas. They recognized the need of so many southern blacks for land to farm, and a place to live free of prejudice and discrimination.



PHOTO: NICODEMUS TOWN CO.

On April 18, 1877, they formed the Nicodemus Town Company. Their new town was named after the first black slave in America to have purchased his own freedom. Nicodemus had predicted the day when blacks in America would be free; and an all black town where the citizens would be free Americans was the symbolic and literal culmination of that hope and dream.

PHOTO: NICODEMUS CIRCULAR.

There was, however, the necessity of making a profit on the venture. This meant the promoters of Nicodemus specifically distributed their cheaply printed circulars advertising Nicodemus only to those few blacks in the south financially capable of purchasing land and moving west.

CIRCULAR: "It is the finest country we ever saw. The soil is of a rich, black, sandy loam. The country is rather rolling, and looks most pleasing to the human eye. The south fork of the Solomon River flows through Graham County...and has an abundance of excellent water."

PHOTO: GEORGETOWN COLONY.

NARRATOR: The family of Williana Hickman, of Georgetown, Kentucky, found the pitch for Nicodemus intriguing enough to set out for a new life in Kansas.



PHOTO: RAILROAD.

NARRATOR: By the time families like the Hickmans began the westward migration the railroad had expanded to cross the Mississippi River and reached as far as western Kansas. This expansion was due in large measure to the important role the rails played in the Northern effort during the Civil War.

PHOTO: TRAIN.

NARRATOR: Travel to Nicodemus usually meant taking the train as far as Ellis, Kansas, where the rail stopped. From there the travellers would proceed to Nicodemus, some by wagon, most on foot.

PHOTO: WILLIANA HICKMAN.

WILLIANA: "I left Kentucky with my husband and six children and with a colony of more than 300 families.

PHOTO: FRONTIER FARMHOUSE.

WILLIANA: "We dwelled at a farmhouse [the first] night. They didn't have bedrooms enough, and Mr. Peter Roundtree sat up with my husband in order to allow me and my children a chance to rest."

NARRATOR: The lack of bedrooms at the farm house was only a taste of the deprivation and hardship to come.

PHOTO: TENTS ON THE PRAIRIE.

WILLIANA: "The next night, members of the colony had succeeded in stretching a tent. This was our first experience of staying in a tent. We remained in the camp about two weeks. Several deaths occurred among the children of the colony while we were there.



PHOTO: WAGON TRAIN.

We left there for Nicodemus, travelling overland with horses and wagons. We were two days on the way, with no roads to direct us save deer trails and buffalo wallows. We travelled by compass. At night the men built bonfires and sat around them, firing guns to keep the wild animals from coming near. We reached Nicodemus about 3 o'clock the second day."

PHOTO: PRIMITIVE NICODEMUS.

When we got in sight of Nicodemus the men shouted, 'There is Nicodemus.' 'Being very sick, I hailed this news with gladness. I looked with all the eyes I had. I said, "where is Nicodemus? I don't see it.' My husband pointed out various smokes coming out of the ground and said, 'That is Nicodemus.'"

PHOTO: NICODEMUS DUGOUTS.

WILLIANA: "The families lived in dugouts. We landed and once again struck tents. The scenery to me was not at all inviting, and I began to cry."

PHOTO: SETTLERS ON THE BARREN PLAIN.

NARRATOR: Williana Hickman's reaction upon seeing the raw townsite for the first time was not unusual for new arrivals. Sixty families, who had migrated from Lexington, Kentucky, were so bitterly disappointed they returned eastward the day after they arrived.

PHOTO: NICODEMUS HOMESTEAD.

NARRATOR: Those settlers, like the Hickmans, who homesteaded in Nicodemus, soon learned how hard survival in Nicodemus was going to be.



PHOTO: CIRCULAR.

The advertisements for Nicodemus led potential settlers to believe that the soil was rich and black. In reality it was hard and yielded to vegetation only reluctantly. The country had been sold to be "rolling and pleasing to the eye." Yet it was flat and barren as far as the eye could see. An abundance of water had been promised from the south fork of the Solomon River. However, the river was quite a distance from the townsite.

PHOTO: POOR SETTLERS OF NICODEMUS.

Many of the settlers were ill equipped, being unable to afford farm implements. Beside the fact that the first year the settlers arrived too late in the season to begin planting. These would-be farmers found they had to travel great distances to find work to tide them through the winter.

PHOTO: WILLIANA.  
WILLIANA ON HOMESTEAD.

WILLIANA: "Days, weeks, months, and years passed, and I became reconciled to my home. We saw it grow, it was our fondest hope."

PHOTO: NICODEMUS.

NARRATOR: That first winter the 350 residents of the town would probably have starved to death except for the generosity of the local Osage and Pottawatomie Indians who shared their game and government provisions with them. However, the settlers of Nicodemus were proud to be free in a land of their own. This attitude combined with a strong religious faith kept them going that first hard year.

PHOTO: OSAGE\POTTAWATOMIE.



PHOTO: DUGOUTS\SOD BLDGS.  
CLASSROOM.

Almost immediately after arriving in Nicodemus the settlers established a school to insure their children a chance at an education. Also a fellow named Zack Fletcher opened a store to supply the new town with necessary supplies.

PHOTO: SOD PLOW.

As soon as a sod plow arrived in Nicodemus the settlers began building sod houses and buildings. Willianna Hickman's husband Daniel was a minister in Nicodemus and was responsible for the building of one of the first churches in town, Mt. Olive Church.

PHOTO: SOD CHURCH.

PHOTO: CHURCHHOUSE.

At first the church was a simple sod structure, but eventually a limestone churchhouse was built.

PHOTO: RAILROAD.

In 1886 the townspeople actively sought a rail line. They recognized how vitally important the railroad was to the survival and success of their town. The town first negotiated with the Missouri Pacific Railroad Company for a rail line. The railroad indicated that it would require \$18,000.00 from the town and land owners would have to be willing to sell land to the railroad company for the right-of-way, at a reasonable price. The town raised the necessary money through a bond issue. However, the Missouri Pacific chose another route west. The Union Pacific also negotiated with the town, the money the town had previously raised would satisfy the railroad. But the Union Pacific ended up passing Nicodemus no closer than six miles away.

PHOTO: UNION PACIFIC.



PHOTO: HILL CITY\SOLOMON  
RIVER.

PHOTO: TRESTLES.

PHOTO: NICODEMUS.

PHOTO: BOGUE.

PHOTO: BLACK TOWNS-  
MOUND BAYOU, MISS.  
LANGSTON & BOLEY, OK.

The reason the railroad bypassed Nicodemus, most likely involved the fact that the railroad needed to reach the county seat of Hill City just North of the Solomon River. Going through Nicodemus would have required the railroad to cross the river twice in order to reach Hill City from Nicodemus. This would have meant building two trestles across the river, to say nothing of the additional cost in laying track and acquiring land for a right-of-way.

Without the railroad Nicodemus began a steady decline. Many merchants moved from Nicodemus to Bogue, a former railroad camp, six miles away on the Union Pacific line. Some even took their wood buildings with them.

Nicodemus was only one of a number of black towns in the west during this time. There were six others in Kansas alone. However, these other towns died as a result of the railroad bypassing them. Nicodemus struggled to survive without the railroad and succeeded. Nicodemus remained small and relatively poor, but it survived.



PHOTO: SOUTHERN PACIFIC.

As the town of Nicodemus, Kansas struggled to survive without the railroad, Tucson, Arizona prospered as a result of the railroads arrival there six years earlier on March 25, 1880; when the Southern Pacific Railroad officially arrived in Tucson. Don Estevan Ochoa was a prominent member of the committee that welcomed the railroad and its dignitaries that day.

PHOTO: FREIGHT TRAIN.

Ironically, the railroad's arrival in Tucson marked the end of an era of prosperity for Ochoa. The freight company of Tully, Ochoa, and Co. could not compete with the lower freight rates offered by the railroad; and the company's fortunes declined steadily from this point.

PHOTO: ORPHANS.

NARRATOR: In 1854, the same year the Republican Party was formed in the United States, the railroad began to have a major impact on the lives of some other Americans, orphaned American children. This was the year the Children's Aid Society of New York City began sending orphaned children out west by rail. Later known as the "orphan trains," these trains carried hundreds of thousands of orphaned children to "the west" over the next seven decades.

PHOTO: EASTERN CITIES.

Eastern cities were suffering from pollution, overcrowding and severe poverty. Many children were left homeless due to the death of one or both parents. Many times parents simply could not afford a child and the child was left with the local orphanage.



PHOTO: ORPHANAGE.

Conditions in orphanages, jails, and asylums were not suited for the caring and raising of children. And there was growing demand on the very limited resources of the cities to care for an ever increasing number of orphans. In 1854, Charles Loring Brace, Secretary of the Children's Aid Society of New York City, recognized something had to be done to help these orphans:

PHOTO: CHARLES L. BRACE.

BRACE: "The best of all asylums for the outcast child is the farmer's home. In every American community - especially a Western one, there are many spare places at the table of life. On the farms of America there is always room for one more pair of hands to help with the chores, and with the prevalence of Christian charity, the addition of another child to a farm is a blessing."

PHOTO: FARMS.

NARRATOR: And so the farmers of middle America were to be the solution to the problem of orphans in Eastern cities. They were to parent, educate and employ this seemingly endless stream of homeless waifs, many of whom had never known any life but that of the streets or the orphanage.

PHOTO: WEILER\ORPHAN CHILD.

NARRATOR: Toni Weiler lived in an orphanage in New York City from the time she was 10 days old until she was put on a train west at the age of three.



PHOTO: TRAIN.

TONI: "I was a small child and the first thing I remember the most is when we went down to board the train and it's big shot of steam happened to come out right then and it was really scary...and every time that we went through a town there was this clang, clang, clang kind of noise, a bell ringing, and then the whistle on the train. You were just so awestruck with all these new things you were seeing, these different things that were happening to you.

PHOTO: TRAIN TRAVELLING THROUGH MIDWEST.

It was fine to tell us that we were going to a home where there would be a new mom and a papa to get along with, well what was a mom and a papa, we didn't know those things.

PHOTO: WEILER WITH FOSTER PARENTS.

WEILER: Now the New York Foundling home tried to place you ahead of time, so that when you got there, there would be someone for you.

PHOTO: AID SOCIETY AD.

[When we] arrived in McCook, Nebraska, we rode three days and two nights to get there, this strange man comes and takes me off the train and this woman. They were an old couple. They wanted me to take care of them in their old age.

PHOTO: CHILD ARRIVING IN WESTERN TOWN.

Here are these strange people come to pick you up and take you to their house and you'd never seen a house before. So here was this strange place, and these strange people, and it was scary. It was just so different and you didn't know what to expect. There aren't words to describe the lost, lonely, feeling that you had.

PHOTO: ORPHANS BEING GREETED BY NEW FAMILIES. (TONI)



PHOTO: ORPHANAGE.

We were used to being around children all the time. We weren't around adults [at the orphanage]. So being around adults was all so new to us.

PHOTO: TONI & PARENTS.

I knew my foster mother didn't care too much about me and my foster father was a railroader; so he was gone a lot of the time. This left me with her. Looking back, that was kind of unfair since she didn't want me in the first place. But I guess my foster father made the proposition either/or, because they couldn't have any children of their own. I guess that's why she put up with me.

PHOTO: LATER PHOTO OF TONI AND FAMILY.

I stayed with them until I was eighteen. They moved from McCook to Hastings and that's where I went to school from the fourth grade.

PHOTO: FORLORN LOOKING ORPHANS.

You know, I was looked at as a bastard. Anybody that was an orphan in those days, they say that your mother wasn't married and that the mother was bad, so of course, the kid was bad. You weren't going to amount to anything. I sure fooled them!

PHOTO: TONI.

I hate to be called a survivor. I went above surviving. I think I'm a transcender.

PHOTO: EARLY ABIGAIL SCOTT.

NARRATOR: Abigail Scott could hardly have known that she too would become a transcender when she set out with her family from Illinois along the Oregon Trail in 1852.



PHOTO: ABIGAIL AS SUFFRAGETTE.

She did not seek to become a heroic figure. She only intended to solve a great injustice.

PHOTO: ABIGAIL WITH FAMILY.  
ABIGAIL AS SUFFRAGETTE.

While working tirelessly in the cause of equal rights for women she raised her six children and cared for her invalid husband; who died in 1896 after suffering a long illness:

PHOTO: BEN DUNIWAY.

ABIGAIL: "The faithful husband of my youth was called to desert his pain-racked body, leaving me alone. Never since, through all the mornings of nearly eighteen vanished years, have I awakened, whether from a dreamless or a dreaming sleep, failing to quote a sentence in his memory:

Here in the body pent,  
Absent from him I roam,  
Yet nightly pitch my moving tent,  
A day's march nearer home.

PHOTO: NEWSPAPER -  
"Oregon Gives Women Vote!"  
EMANCIPATION PROCLAMATION.

NARRATOR: Finally in 1912, Oregon women overcame resistance to equal suffrage and gained the vote. Oregon Governor Oswald West asked Abigail to draft the Women's Emancipation Proclamation. At the age of 78 Abigail Duniway voted for the first time.

PHOTO: ABIGAIL AS OLD WOMAN.

ABIGAIL: "Success will seldom come in the ways that one has planned for it; but come it will, sooner or later, to all who are faithful, if not in this brief, mundane existence, then surely, as I verily believe, in the broader realm of opportunity that will open for us.



CONCLUSION -

PHOTO: RR.

PHOTO: PROMONTORY POINT 1869.

PHOTO: RR.\WAGONS\PIONEERS.

NARRATOR: By the early 1850's several short line railroads had connected to form fully integrated rail systems. The New York Central Railroad was formed from several railroads between Buffalo and Albany. An all rail route from Philadelphia to Pittsburgh was completed in 1854. By 1873, four, fully integrated trunk-line railroads connected Chicago and St. Louis with the East. The first inter-continental rail-line was completed when the Union Pacific and Central Pacific Railroads met at Promontory Point, Utah May 10th 1869.

The completion of a rail system that linked the Atlantic Coast with the Pacific, with many short lines tying in from all directions; meant that it was no longer necessary to travel across the country by wagon, horseback, or foot. Indeed, the arrival of the railroad in the West effectively ended the era of the wild, western frontier. The railroad is a metaphor for the taming of the West.

It would no longer be necessary to endure the months of gruelling travel, the sickness, deprivation, and death that was the pioneer experience previous to the arrival of the railroad. The trip could be taken in the relative comfort of a rail car and completed in a matter of days or weeks rather than months. Plenty of food was available and sickness and death were the exception rather than the rule.



PHOTO: MONTAGE OF OUR  
PIONEER SUBJECTS

Those who really tamed the West were the 350,000 pioneers who traversed the country from every direction, between the relative dates of 1841 and 1869, to land in the West and create a new civilization. If they hadn't gone West first, the railroad would not have gone West.



BIBLIOGRAPHY OF QUOTES

OCHOA: LOS TUCSONENSES, by Thomas E. Sheridan.  
University Of Arizona Press.  
ON THE BORDER WITH CROOK, by John G. Bourke.  
Charles Scribner's Sons.

REID: OVERLAND TO CALIFORNIA WITH THE PIONEER LINE,  
THE GOLD RUSH DIARY OF BERNARD J. REID.  
Stanford University Press.

SCOTT: PATHBREAKING, by Abigail Scott Duniway  
Schocken Books.  
THE WOMEN, by Joan Swallow Reiter, & the editors of  
TIME-LIFE BOOKS. THE OLD WEST Series.  
Time-Life Books.

NICODEMUS: WILLIANNNA HICKMAN INTERVIEW - Topeka Capital Daily  
August 29, 1937.

ORPHANS: TONI WEILER TRANSCRIPT - Phone conversation between  
the author and Mrs. Weiler.

*Wetherill: Encyclopedia of Frontier Biography -  
Subj: Benjamin Alfred Wetherill*





“Adventures of the Old West”

**MEMORANDUM**

**TO:** Angela Bates

**FROM:** Jesse Sublett, Story Editor and Associate Producer

**DATE:** November 29, 1993

**SUBJECT:** “Pioneers in the Promised Land”

---

Greetings, Angela. I've got a rewritten script here that I'd like you to read. This is the version that has been recorded by our narrator, Kris Kristofferson. I made quite a few changes before it was recorded and you'll find that we have more quotes from Williana Hickman now.

Could you please look this over and get back to me right away? Our last recording session with Kristofferson takes place on Monday December 6. So if you find anything that's troubling, we'd need to hear from you by Friday (December 3) at the latest. I hope you like it.

Thanks again for your help.



# **PIONEERS AND THE PROMISED LAND**

**by Todd Sidwell and Jesse Sublett**

**EDIT DRAFT**

**[Draft #9]**

**Recorded 11/15/93**

**\*\*Revised audio 11/26/93\*\***



# PIONEERS AND THE PROMISED LAND

by Todd Sidwell and Jesse Sublett

**LIVE FOOTAGE:** Wagon train reenactment...

Mule-drawn wagons lumbering up a steady  
incline... The train comes to a stop.

**KAW VALLEY #1151 1:03:22-1:04:30**

**OR BRAZOS #908 8:17 - 8:22**

**REVERSE ANGLE:** Looking west, wide  
panorama... unspoiled vista... The Promised  
Land.

**KAW VALLEY #1151 1:17:30 OR**

**BRAZOS #908 11:13:32 (prairie)**

**#912 1218:13 (rivers)**

**#908, 8:07:25 (Owl Creek Mtns)**

## "SWEET BETSY FROM PIKE"

Did you ever hear tell of sweet Betsy from Pike,  
Who crossed the wide prairies with her lover Ike,  
With two yoke of cattle and one spotted hog,  
A tall shanghai rooster and an old yaller dog?

*chorus—*

Sing-too-ral-li-oo-ral-li-ay,

Sing-too-ral-li-oo-ral-li-ay.

One evening quite early they camped on the Platte,  
'Twas near by the road on a green shady flat;  
Where Betsy, quite tired, lay down to repose,  
While with wonder Ike gazed on his Pike County rose.

They swam the wide rivers and crossed the tall peaks,  
And camped on the prairie for weeks upon weeks.  
Starvation and cholera and hard work and slaughter,  
They reached California spite of hell and high water.



KAW VALLEY #1150: ocean 49:19:29  
slow pan?

Bastille painting - reel 504, 4:04:17  
Beethoven? - 504, 4:02:30  
Notre Dame, pan up? - 501 1:06:28  
Monet, Waterlilies - 4:03:05  
Monet, La Gare - 4:03:45 (w/zoom out?)  
**OR PEOPLE IN CITIES -- see pg. 44**

Kaw Valley Footage: #1151, 1:05:15 ?

Manifest Destiny transparency - 403, 3:05:00

Pioneer families - Reels 507 & 508  
(see mitsubishi)

**IMMIGRANTS - Chinese, Reels 109,104,103**

Ship Captain -- #313, 13:30:25  
Schooners - Reel 116 16:15:01  
SF Reel 102, 2:04:00 ?  
ISBRG 114, 14:28:00 ?  
BYU wagons - Reel 503, 3:24:29  
Nat Arch slide - Reel 501, 1:08:34

For countries on both sides of the Atlantic Ocean, the 19th century was a time of momentous change—a time of revolution, reform and progress.

Every aspect of society was affected: Politics, science, industry and art. A sense of restlessness was everywhere. A person didn't have to look far to realize he or she was living in a world in transition, a world that was on the move.

Nowhere was the tide of change more dramatic than in the American West.

Between 1841 and 1869 alone, half a million people abandoned the lives they knew for the ones they imagined for themselves on America's western frontier.

They didn't just come from the East. They came from all points of the compass. Some came by sea, but the overwhelming majority plodded down the overland trails. Whether their wagons were pulled by mules, oxen, or horses, most folks walked alongside their wagons instead of riding in them. It was a hard way to travel.



Trail grave/sunset - Neb slide: reel 509, 9:02:50

Many died along the way.

BUTCHER PHOTO of family by grave  
Reel 503, 3:01:27

At the end of the trail, settlers frequently found life to be a harsh and precarious business.

Pioneer faces: Reel 504, 4:22:42 #508, 8:26:25  
Reel 502 2:18:09, 2:30:11, 2:21:12, 2:23:20  
Reel 507, 7:25:00, Reel 501 1:09:02

A popular saying emerged from the pioneer saga, one that seemed to say it all: "The weak died on the way, and the cowards never left."

Live footage/flowers: #911 11:14:22, 11:16:16  
#908 8:01:08

Until 1848, the vast majority of westbound emigrants had been drawn west by the lure of the land—land that was free... land that was supposedly so fertile even fenceposts sprouted roots in it.

Farming shot - Reel 215 15:18:54

Between '44 and '48, some 2,700 settlers crossed the Sierra Nevada into California. Most of them had one thing on their minds: farming.

Miner w/nugget: Reel 102, 2:15:40  
Pasadena brochures: Reel 110  
10:07:05, 10:15:21, 10:15:31

1848 was the year that gold was discovered in California. Word spread to the eastern states the following year. In 1849, the number of westbound emigrants surged to more than 30,000.



ISBRG miner Reel 114 14:13:0

ISBRG miner - Reel 114 14:15:40  
w/zoom to gold

ISBRG miner w/tools 14:11:39

Aerial Navigation - Reel 101, 1:27:10

Family by wagon -- 503, 3:27:42 (pan)

Pioneer Line circular - Reel 509,

**SCRIPT NOTE:** the ad date was **Feb.** & the original scheduled departure date was **May 9.**

Reid - Reel 506 6:01:13

[

The overland trails became the route for a new breed of pioneer—the Fortyniner. Fortyniners had one thing on their mind—gold. And they wanted to get to where the gold was as quickly as possible.

Whether a person intended to dig for gold or plant crops, overland travel wasn't cheap. The price of buying a wagon and outfitting it with supplies ranged as high as \$1,500.

In March of 1849, an outfit by the name of Turner and Allen formed a commercial wagon train called "The Pioneer Line."

Their ad caught the eye of 26 year old Bernard Reid:



Wagon - Kaw Valley #1151

**REID:** "In their prospectus they said, 'elliptic spring wagons, covered and fitted up comfortably for carrying six passengers each. Price of passage, including rations, \$200.00. One hundred pounds baggage per man. We expect to make the trip in 55 or 60 days, but we take provisions for 100 days. We have taken much pains to select the kind of mules best adapted for the trip.' So attractive was the scheme that before the end of April 120 tickets were sold, and so were the purchasers, myself among them."

Mules - Kaw V #1151 1:03:22

Reid's Pioneer Line receipt - Reel 506 6:01:41

MAP of Penn? Reel 110, 10:13:41

Bernard Reid had been born in western Pennsylvania in 1823, the son of Irish immigrants. By the age of 23, he'd worked as a surveyor, schoolteacher and newspaper editor. A devout Catholic, he also thought about becoming a priest. In his spare time, he studied law.

Clarion, PA - Reel 501, 1:17:19

Reid photo - 506 6:01:27

None of these vocations satisfied Reid's ambitions. Nor did they cure his wanderlust.

PHOTO: Letitia - Reel 506 6:01:35

Until 1846, one thing had kept Reid from leaving his home town of Clarion, Pennsylvania. Her name was Letitia Farran. She was 19 years old, and she was Reid's sweetheart.



Brazos footage - Neb sunset

One gloomy afternoon Letitia told Reid she wasn't about to marry a man who wasn't ready to settle down.

St. Louis- TB/402 2:15:45

Reid moved to St. Louis the following summer.

Fremont's Maps - TB/Autry  
Reel 403 3:14:22

**REID:** "During that winter Captain Frémont's journal of his explorations on the plains, the Rocky Mountains and California fell into my hands, and its perusal gave me a strong desire to see for myself the interesting countries he described."

Reid -- c/u

The 42 wagons of the Pioneer Line hitched up in Independence, Missouri on May 15, 1849. According to Reid, it was an inauspicious start.

Mules - #908, 8:22:06

**REID:** "No pen can adequately describe our start. Half a dozen circuses in one would have been tame in comparison. Not one of our mules had ever had a bit in its mouth or a collar around its neck."



more mules: KAW VALLEY #1151 1:04:30

wagon/driver seat 502 2:13:00

Group photo - #503, 3:22:51 C/U?

MAP

Wagon crossing river - Reel 116, 16:17:49

Kaw Valley #1151: Wagons

Kaw Valley #1151: Clouds 1:07:07

Brazos WR wooden crosses: #111, 11:23:50

Brazos: Tired mules?

To save money, the wagon train's promoters bought young, inexperienced mules to pull the wagons. And in hopes of increasing their profit margin, they overloaded the wagons with freight.

As passengers on a commercial wagon train, Reid and his fellow travelers owned only their baggage. They had no say in any critical decisions. It was a situation they would come to regret in the days ahead.

The Pioneer Line eventually lurched out of Independence and set out on the Santa Fe Trail. Forty-five miles from Independence, the wagons turned onto the Oregon Trail—the route taken by the overwhelming majority of overland travelers.

From here, the trail headed northwest. After crossing the Kansas River, graves became a familiar landmark.

**REID:** "Friday, June 1. Cloudy. Two new cases of cholera in our camp; passed a grave with a cross, and grave of H.L. Dunlap, of Indianapolis. At encampment grave of J. Landon, of Oxford, Ohio. After dinner passed grave of John Eathy. Distance 16 miles. Mules so hard worked they gave out some this afternoon."



Mules

As more mules gave out, Thomas Turner, the captain of the wagon train, decided to lighten their load by discarding some of the food supply. The freight was too precious to get rid of.

Man w/mules & wagon & freight -- #506,  
6:18:30

Some of the hungry passengers began to realize that they, too, were merely freight on this venture.

Group photo, pan #503, 3:22:51

Sunrise -- Reel 502 2:10:05

**REID:** "Saturday, June 2. The driver, Reuben Foncannon, was buried this morning."

Ft. Kearney - ext. to shoot  
int - Reel 509, 9:03:30  
also, check intro from "Chiefs" for surrounding hills --

The Pioneer Line reached Ft. Kearny on June 9th. By then, seven other men had died of cholera. Many others were seriously ill.

DIARY PAGE - reel 506, 6:02:38

**REID:** "Monday, June 18. Rations served at noon. No ham. Half the dry bread moldy. Walked some in the afternoon. Feet very sore.

Sunset: #910, 10:18:03  
Chimney Rock - reel #503, 3:10:19  
OR KAW VALLEY 1151 1:13:45

**REID:** "Saturday, June 23. Magnificent sunset. Chimney Rock and architectural ruins in the distance. Pass 5 encampments—11 graves all day. Reached camp at 9 o'clock. No wood or water. Cold supper. Distance today 26 miles."



Brazos Footage - Rutas #911, 11:05:52,  
11:13:06, 11:19:21?  
(still) 502 2:09:13

Ft. Laramie- TB/402 2:02:32 or Kaw Valley  
#1151 1:14:49

Location still photos that are sepiaesque:  
arid landscape-

sepia still of salty marsh --

or Great Salt Lake-TB/REEL 402, 2:26:35  
#403, 3:03:30

Lizard - #911, 11:08:54

Kaw Valley #1151, 1:15:33 (dead oxen?)

Sulfurous water: Kaw Valley 1:23:49

The Pioneer Line reached Ft. Laramie in eastern Wyoming Territory on June 28. Food supplies had to be purchased, and the wagons lightened. Some of the precious cargo was left behind. In fact, so many other wagon trains had used the fort as a dumping ground that it was nicknamed "Camp Sacrifice."

Beyond Ft. Laramie lay the roughest terrain and most arid and desolate country yet encountered:

**REID:** "Saturday, July 7th. Places that had been shallow lakes or ponds were now covered with some salt or alkali substance, white as snow and half an inch thick. No water or food all day. Great thirst. Found only beds of dry sand.

**REID:** "Monday, July 9th. Dead oxen strewn along every half mile. Sloughs of bad water. Mules greatly exhausted. Ours gave out with others. Camped for noon at a little swampy run of sulfurous water, all tramped up by oxen and mules. The poor half-starved and overworked animals have indeed a hard time of it.



LIVE FOOTAGE: Independence Rock  
Kaw Valley #1151 1:18:32

**REID:** "Friday, July 13th. Roused up early and off before breakfast. About two miles to Independence Rock, remarkable only for its isolated position and for the thousands of names carved and painted on its surface. Saw a very few names that I knew."

BRAZOS footage: #911 11:05:36, 11:09:13  
or KAW VALLEY #1151, 1:20:32

Six days later, Reid and his fellow travelers crossed the Continental Divide at South Pass—a symbolic milestone in their journey.

REID - 506 6:01:13

**REID:** "Alone I stood upon the summit, with another 1000 miles of a dreary way before me! As I looked down on the Pacific slope, the long vista widening in the distance, it seemed like entering upon a new world."

Sublette's cutoff -BRAZOS #911 11:11:12  
or Kaw Valley #1151, 1:23:26

After descending South Pass, the Pioneer Line diverged from the Oregon Trail at Sublette's Cutoff, a route named after a celebrated mountain man.

Green River - #1151 1:23:26 or #1152 1:08:39

After fording the Green River, the wagon train followed another trail known as Hudspeth's Cutoff into the Bear River Valley.



Live footage of wagon wheels - KAW #1151  
1:02:06, 1:02:15 or BRAZOS

MAP

Dead mules ? - Bancroft photo #101, 1:23:42

Thin man -Reel 505, 5:17:03

Empty chair ? Reel 502, 2:14:03

WS Pioneer faces - Reel 503 3:22:51

Live footage, sunset #1151 1:21:23-Steve?

In August, the Pioneer Line descended into Nevada territory. Here the trail followed the Humboldt River for 300 miles to "Humboldt Sink," where the river disappeared into the desert sands. More mules died of exhaustion.

The wagon train's food supply was all but exhausted. More and more passengers began to suffer from scurvy due to malnutrition. Thirteen men had died so far. For the passengers the mood was grim.



Kaw Valley alkali dust: #1151 1:26:36

**REID:** "Sunday, August 26th. Out of breadstuffs entirely. Breakfast on rice. The wide plains passed over today are quite desert like, whitened with alkali and covered thinly with tufts of greasewood and sage. The dust was terrible. Total today 18 miles."

Finally, on September 18, the end of the journey is almost in sight:

Live Footage of Rocky Mtns "Ramshead Peak"  
#908 8:03:47 - 8:07

**REID:** "The summit of the great Sierra looms before us and must be passed today. From the summit the eye takes in a stretch of country extending westward in a succession of mountain peaks, hills, and ravines far toward the Pacific Ocean. I could not help feeling joy at the thought that the great barrier was passed at last and we could now look down into the land of promise."



REID - Reel 506 6:01:27

Striking out ahead of the wagon train, Bernard Reid arrived in California's Sierra Nevada in late September 1849. He stopped to pan for gold at Weber's Creek, east of Sacramento.

Live footage of creek: GRush

w/ leaves tilt up to trees - Reel #904 56:18 or  
#905 1:36:48

San Fran?

The rest of the Pioneer Line wouldn't arrive in the gold fields until October. Only a handful would actually make it to San Francisco, the original destination of the journey. When all was said and done, a trip that had been advertised at 55 days took 165 days to complete.

B&W grave - #111, 11:23:50

The Pioneer Line's first trip was also its last. The greed of its promoters had taken a tragic toll. In all, the trip claimed the lives of 22 of the 161 passengers. Many of Reid's fellow travelers were so crippled by scurvy that they couldn't even stand when they arrived at their destination, much less pan for gold.

Group photo - #503 3:22:51



Panning -

Schooner - CalSt #113 13:12:45  
SF Harbour - Reel #113 13:10 or  
Reel 106, 6:06:26

Reid prospected for a few weeks, earning not quite enough to pay his room and board. Exhausted and low in spirits, he boarded a schooner in Sacramento and sailed to San Francisco. On October 24, he wrote to his sister in Pennsylvania:

Reid - 506 6:01:22

Trail montage:  
dead animals -  
crosses -  
alkali, etc.

**REID:** "Shall I tell you of the journey or of this far-famed land? Of the latter I know but little yet; of the former I know too much, almost, to tell. When I now look back upon it, it appears like a long, dreadful dream from which I have just awakened."



GR shot of man w/head in hands -- reel 108,  
8:21:05

Reid continued to labor in the gold fields but instead of finding a fortune, he found himself "lame, ragged and penniless" at the end of 1850. He finally gave up gold mining for good and took a series of menial jobs that did little to improve his spirits or his finances.

Cross - on Mission Building  
(pan down to wide shot) - to reshoot

At the beginning of 1852, a Jesuit missionary named Father John Nobili asked Reid to become a teacher. The priest wanted to establish a school at the old Catholic mission in Santa Clara. Reid accepted the offer. The work was hard, but rewarding. Santa Clara was California's first college.

Photo?

The school's first commencement services were held in the summer of 1852. Reid had finally found a sense of purpose to his life.



Reid - 506 6:01:22

But he still wasn't satisfied. Throughout his adventures, there was one place he'd always considered home: Clarion, Pennsylvania.

Santa Clara mission - 501, 1:18:23

Reid helped Father Nobili prepare for the spring semester, then made arrangements to return to Pennsylvania. This time, [**\*\*he decided,**] he'd travel by sea.

(Enos) schooner - #116 16:21:25

**\*\* pick up**

Clarion, PA - Reel 501 1:17:19

When he arrived back in Clarion, Reid continued studying for a law degree. He also resumed the courtship of his first love, Letitia Farran. After deciding that her former beau was serious about settling down, she agreed to marry Reid.

Letitia - Reel 506 6:01:35

They were wed in February of 1854, a few months after Reid passed his bar exam.



Reid & family photos -- Reel 501, 1:19:30

Reid in uniform -- 501 1:19:08

Old Reid -- 501 1:15:30

Over the years, Reid found both happiness and stability. He became the proud father of nine children. He served with distinction, as a major in the Union Army. His law practice thrived, and he was active in politics and the church.

And after many years, Reid's perspective on his experiences in the West changed dramatically. His "long, dreadful dream" became a proud, cherished memory of a life of purpose, as well as adventure.



**ABIGAIL SCOTT DUNIWAY: PIONEER FOR FREEDOM**

Abigail -

Map -  
or,  
Log cabin -

Abigail Scott was born and raised in Pleasant Grove, Illinois. Her mother and father and nine brothers and sisters lived in a little log cabin next to the main road between Pekin and Peoria.

cradle or crib shot?

mom w/kids?

**ABIGAIL:** "I remember standing at the bedside, when another little sister came to our crowded home, and my mother said, through her tears: 'Poor baby! She'll be a woman some day! Poor baby! A woman's lot is so hard!'"



classroom -- #506, 6:22:45?

Abolitionist poster - to arrive

Abigail had grown up in a family that prized education and moral principles as well as hard work. Like many pioneers of the period, the Scotts were Abolitionists.

In 1852, when Abigail was 16, her father sold the family farm and came down with what she called "western fever."

wagon train --

MAP

That spring, the Scott family headed for Oregon. Abigail's family joined a small wagon train in Illinois and headed south to join up with the Oregon Trail. The journey would total over 2,300 miles and take over six months to complete.



c/u wagon wheel - Kaw Valley #1151

Willamette Valley--painting to arrive from  
OregHis or Kaw #1151 1:29:09?

Abigail's mom - 501 1:25:15

[revised]

Schooldesk - OregHis #89413 Reel 501 1:06

ABIGAIL - 501 1:16:11

Schoolhouse - 506, 6:24:15

Nat Archives -- reel 506, 6:01:04  
Live Footage farmland -- Kaw Valley?

[revised]

The Scotts' wagon train pulled into the Willamette Valley, Oregon Territory in the fall of 1852. The journey had whittled the Scott family down from eleven to nine. Abigail's three year old brother had died of dysentery. Her mother had died of cholera.

One of the prize possessions Abigail had packed in the family wagon was a spelling book her mother had given her.

In the spring of 1853, at the age of 17, Abigail was making good use of that gift. She had been hired as the district schoolteacher in the village of Eola, Oregon.

[Oregon's Land Donation Act of 1850 gave each new settler to the territory 640 acres if married. Attractive young women in Oregon were scarce at the time, and Abigail did not lack suitors.]



Ben Duniway-"Rebel for Rights"  
Reel #501 1:15:15

RESHOOT ISO's Clara, Willis?

Work montage of hands: 504 4:10:38, 4:06:48,  
4:10:59, 4:09:12 , 4:07:49

Abigail - Reel 504 4:24:41

Neb photo of farm equipment --#508, 8:13:00

**ABIGAIL:** "I met my fate in the person of Mr. Ben C. Duniway, a young rancher of Clackamas County, who took me, a bride, to his bachelor ranch where we lived four years. Two children, Clara and Willis, were born to us here."

**ABIGAIL:** "To bear two children in two and a half years from my marriage day, to make thousands of pounds of butter every year for market, to sew and cook, and wash and iron; to bake and clean and stew and fry; to be, in short, a general pioneer drudge, with never a penny of my own, was not pleasant business."

**ABIGAIL:** "I was often compelled to neglect my little children while spending my time in the kitchen, or at the churn or wash tub, doing heavy work for hale and hearty men, work for which I was poorly fitted."

To make matters worse, Ben Duniway's business went bad, putting the family in dire straits. On the other side of the dark cloud lay yet another storm.



F. Justice buggy - reel 212, 12:11:21 w/spin?

**ABIGAIL:** "An unexpected incident occurred which changed the whole course of our future lives. An accident with a runaway team befell my husband, which, though he lived many years thereafter, incapacitated him for physical labor on a farm, and threw the financial, as well as domestic, responsibility of our family upon my almost unaided self.

Abigail -- same 4:24:41

House interior -- 501 1:06:05

**ABIGAIL:** "I would arise from my bed at 3 A.M. to do a day's work before school. Then repairing to my school room I would teach the primer classes. After preparing luncheon I would resume school work until 4 o'clock, before taking up my household duties again in the home."

Bell, school house door --#506. 6:25:09

Schoolroom interior -#506, 6:23:41

Cooking -- #504, 4:07:29?



Abigail - 501 1:02:00

Abigail soon found that her husband's accident had opened the door to a new way of life.

House? (Rebel for Rights) 501 1:14:16

**ABIGAIL:** "Notwithstanding all this effort, I led an easier life than I had known on a pioneer farm. My work was rest for both mind and body. Health improved and hope revived. The evenings musical, intellectual and thoroughly enjoyable; but how I got through with all of this physical work, and kept ahead of my constantly improving classes, as the weeks and months and years went on, I do not know."

Piano -- 503 3:26:12

Sampling the punch --504 4:26:01



Millinery shop - Palmquist Reel 501 1:16:55  
- w/pan -- #507 7:08:10

By putting aside a portion of the money she made from teaching and boarding, Abigail saved enough money to start a millinery and notions shop.

The venture was a financial success, but it also brought Abigail face to face with new frustrations.

Women w/hats - Reel 506, 6:11:32

Business women, Abigail learned, did not enjoy the same rights and protection under the law as business *men*.

Abigail -- 501 1:02:00 (w/zoom into eyes?)

Suddenly [it] dawned on Abigail that conditions for women would never improve until they had the right to vote.

spirit photo?

**ABIGAIL:** "The light permeated to the very marrow of my bones filling me with such hope, courage, and determination as no obstacle could conquer and nothing but death could overcome."



Oregon poster -- to arrive

At age 36, and a mother of six, Abigail Scott Duniway began working tirelessly for equal suffrage—that is, voting rights—for women.

As a suffragette, Abigail's life as a pioneer and path breaker took on new meaning.

Portland - Watkins photo

Abigail w/paper - OregHis #37312 Reel 501  
1:01:55

Abigail moved her family to Portland, then a village of 8,000 people, where she started a newspaper. Her publication, *The New Northwest*, was outspoken in its advocacy of women's rights.



Susan B. Anthony-OregHis Reel 501 1:12:30

Shortly after the first issue of *The New Northwest* was published on May 5, 1871 Abigail also met Susan B. Anthony, the leader of the American suffrage movement. The two women took an immediate liking to each other. Anthony invited Abigail to accompany her on a lecture tour of the Northwest.

Abigail w/book in hand #501 1:14:49

**ABIGAIL:** "How vividly I recall my first experience before a Portland audience! I went in fear and trembling before a cold, curious and critical crowd."

Suffragette convention #507 7:11:10 ?

But conquering stage fright was a small challenge [for] Abigail Scott Duniway. This fearless crusader would spend the next 25 years calling for equal suffrage for women.



**“A DAY’S MARCH NEARER HOME”**

Family picture - "Rebel for Rights"  
Reel 501, 1:14:27 -- end on BEN

During that same time, she also raised six children and cared for her invalid husband. His death in 1896 only strengthened her resolve:



**ABIGAIL:** "Never since have I awakened,  
whether from a dreamless or a dreaming sleep,  
failing to quote a sentence in his memory:

**ABIGAIL:**

'Here in the body pent,  
Absent from him I roam,  
Yet nightly pitch my moving tent,  
A day's march nearer home.'"

Oregon His Soc photos:

#4599-Abigail w/Gov West 501, 1:04:53

#4590-Abigail outside voting tent 1:05:09

#4601-Abigail inside voting tent 1:05:31

Finally in 1912, Oregon women overcame resistance to equal suffrage and gained the right to vote. Governor Oswald West asked Abigail to draft the Women's Emancipation Proclamation. At the age of 78, Abigail Scott Duniway voted for the first time.



NICODEMUS, PROPHET OF THE PROMISED LAND

CIRCULAR - REEL 505, 5:08:50

w/montage of slave images  
Bettman -- Reel #116, 16:08:56 - 16:112:25

*"Nicodemus"*

Nicodemus was a slave in Africa  
And was bought for a bag full of gold;  
He was reckoned as part of the salt of the earth  
But he died years ago, very old.

Nicodemus was a prophet, at least he was as wise  
For he told of the battles to come:  
How we trembled with fear, when he rolled his eyes  
And we heeded the sake of his tomb.

*(chorus)*—

Good time coming, good time coming,  
Long, long time on the way:  
Run and tell Eliza to hurry up Pomp,  
To meet us under the cottonwood tree,  
In the Great Solomon Valley  
At the first break of day.



Lincoln - Reel 216, 16:18:31  
Emancipation- Reel 114, 14:03:57

Reel #111 11:25:10, 1:26:39  
#112 12:09:55  
Man plowing - #116 16:03:51  
Black family - #211, 11:22:42  
.....(look thru mitsubishis)

The Emancipation Proclamation, signed on the first day of 1863, abolished slavery. But without land or resources, most black Americans started out their new lives at the bottom. Rural blacks who'd been farming for generations became farmers without land. The sharecropper system wasn't much better than slavery.

Kansas Land notices- Reel 505 5:11:00  
and Reel 506, 6:19:55

Congress w/cows --Reel #217, 17:27:45

When public lands in Kansas were opened for settlement, southern blacks came west in such great numbers that they were called "the Exodusters." Congress called for a special investigation to study the mass exodus. But the reasons for it were simple.



Bates family #505, 5:01:00

Like other pioneers, southern blacks migrated west to improve their standard of living, and to insure a better future for their children.

Illus - #116, 16:12:25, #114 14:04:30, #216,  
16:22:41 or  
PHOTOS: #216, 16:13:43, 16:14:34  
slave w/whip marks?

They saw the chance to escape discrimination, persecution and vigilante violence of the South.



Hill - Reel 505 5:14:34 (to reshoot)

In early 1878, a white man named W.R. Hill visited a small Baptist church in Georgetown, Kentucky. Hill told the congregation about an all-black town that had been established in western Kansas the previous year. The town's name was Nicodemus.

Nicodemus circular - Reel 506, 6:28:22

Nicodemus Town Certificate - Reel 505, 5:12:37

Hill was an experienced town promoter. He'd formed the Nicodemus Town Company with six black ministers in the spring of 1877. They named Nicodemus after an African prince who'd been sold into slavery in America. According to legend, Nicodemus was the first enslaved black to buy his own freedom.

Nicodemus even had its own theme song:

[REPRISE NICODEMUS SONG]  
[just a line or two]  
- Jim



Poetry and promises were all part of W.R. Hill's eloquent sales pitch:

Circular: Reel 505, 5:08:32 dissolve to 5:09:28

**W.R. HILL:** "It is the finest country we ever saw. The soil is of a rich, black, sandy loam. The country is rather rolling, and looks most pleasing to the human eye. The south fork of the Solomon River flows through Graham County... and has an abundance of excellent water."

Nico Land Co --#507, 7:01:07

For Hill's assistance in locating a suitable plot of land, each settler would pay him a fee ranging from \$2 to \$30. Since the promoters had paid nothing for the townsite, this income—less the cost of promotion—was pure profit.

Hickman - Reel 505 5:14:55

Soon after Hill's visit to Georgetown, Reverend Daniel T. Hickman helped organize a group of colonists. The Hickman family was part of a group of more than 300 black settlers from Georgetown to go to Nicodemus.

MAP

Williana -- #501 1:12:20

It was a trip that Reverend Hickman's wife, Williana, would never forget:

dissolve into live footage:



Live footage, Kentucky?

**WILLIANA:** "I left Kentucky with my husband and six children and with a colony of more than 300. W.R. Hill, assisted by my husband, were the conductors of the colony. The colony left Payne Station March 1st, 1878. We landed in Ellis, Kansas at 4 o'clock on March 3rd. I had some trouble getting housed as my children broke out with measles on the way.

Farmhouse - Kansas (to arrive)

**WILLIANA :** "We dwelled at a farmhouse the first night. They didn't have bedrooms enough, and Mr. Peter Roundtree sat up with my husband in order to allow me and my children a chance to rest."

Man by tent - Reel 504, 4:20:04

**WILLIANA :** "The next night, members of the colony had succeeded in stretching a tent. This was our first experience of staying in a tent. We remained in the camp about two weeks. Several deaths occurred among the children of the colony while we were there."

Graves -- #111, 11:23:50



Horse hooves - GR?

bonfires? Kaw Valley #1151 1:12:15?

Williana --

photo? -- #501 1:22:08  
or horizon line (GR)

OR  
Live footage? #913 13:00:17 or #914 14:12:15  
or #915 15:10:06

**WILLIANA** "We left there for Nicodemus, traveling overland with horses and wagons. We were two days on the way, with no roads to direct us save deer trails and buffalo wallows. We traveled by compass. At night the men built bonfires and sat around them, firing guns to keep the wild animals from coming near. We reached Nicodemus about 3 o'clock the second day.

**WILLIANA** : "When we got in sight of Nicodemus the men shouted, 'There is Nicodemus.' Being very sick, I hailed this news with gladness. I looked with all the eyes I had. I said, 'Where is Nicodemus? I don't see it.' My husband pointed out various smokes coming out of the ground and said, 'That is Nicodemus.'



Dugouts -- Reel 505 5:03:20

**WILLIANA** : "The families lived in dugouts. We landed and once again struck tents. The scenery to me was not at all inviting, and I began to cry."

Hill -- Reel 505 5:14:34 (to reshoot)

There was a world of difference between the Nicodemus the settlers from Georgetown landed in and the one that W.R. Hill had promised.



live footage? Reel 913 13:00:17 or

Reel 914, 14:12:15, Reel 915 15:10:06 ?

horse hooves (same)

Sunflowers? ?Willows? chips: Kaw Valley  
Reel #1151 1:06:29, 1:10:42

Solomon River -- Brazos footage#

Brazos footage #

Instead of "rich, black, sandy loam" W.R. Hill had promised, the ground was hard and dry. And compared to the green hills of Kentucky, the Kansas prairie seemed flat and barren. Farming would be a tough proposition at best.

Some of the settlers were so bitterly disappointed in Nicodemus that they headed back for Kentucky the day after they arrived. Others threatened violence. W.R. Hill narrowly avoided being lynched.

Timber was scarce. Early settlers were forced to live in dugouts. They burned sunflowers, willows, and buffalo chips for fuel.

The Solomon River did flow through Graham County. But it was a long walk from the town site to the river banks.

The weather brought more hardships to life in Nicodemus. The first settlers had arrived too late in the season to begin planting. Few of them had tools to get started with, anyway.



Kenny Loggins footage?

Some of the men had go as far as Colorado to find work to tide them through the winter.

Osage Indians - Reel 501, 1:13:01

Women and children learned survival techniques from the local Osage and Pottawatomie Indians. The Indians showed them how to snare rabbits for food.

Pottawatomie - Reel 507, 7:08:54

Elk - Kaw Valley #1151, 1:07:15 , 1:20:28 or 1:28:12? also Brazos #908, 8:08:47

The Indians even shared their own food with the settlers—wild game they'd killed in the Rockies, and commodities they received from the government.

Bones - Reel 506, 6:26:50

The Indians also told the settlers how to make money by picking up buffalo bones. Dealers paid \$6 a ton for the bones. Back East they were used in fertilizer.



Rev. Hickman - 505 5:14:55

Williana --

[script transposed]

Sod Plow #502 2:01:14

and SodHouse - 501, 1:30:25

interior, Sodhouse - Brazos #

The Hickmans made it through their first winter in Nicodemus. And the next.

[As soon as a sod plow arrived in Nicodemus, the settlers began building sod houses and buildings. ]

**WILLIANA:** "Days, weeks, months, and years passed, and I became reconciled to my home. We saw it grow, it was our fondest hope."



Mt. Olive - #914 14:11:29 ?

Reverend Hickman held Sunday services at the first church built in the county.

Bible - Brazos footage #

It was called Mt. Olive Baptist Church, after Hickman's former church in Kentucky.

As the town began to prosper, a limestone church house was built.

Kids - from Kansas group photo

Reel #506 6:20:41

Brazos footage: Sodhotel/schoolhouse -#914  
14:12:41?

The settlers also knew that providing their children with an education was vital to their future. Classes were held in a sod hotel.



Zack Fletcher-Reel 505, 5:03:00  
& store -- 505, 5:14:01 or Brazos footage#914?

The hotel belonged to Zack Fletcher, one of the town's promoters. Fletcher also established Nicodemus' first business—a store. Like almost everything else in Nicodemus, Fletcher's store began as a dugout.

Edward McCabe- Reel 507, 7:09:55

Over the next decade, early settlers like Edward P. McCabe led efforts to encourage investment in Nicodemus, and to bring more settlers to the area. Later McCabe was elected Kansas state auditor. He was the first black to be elected to state office in Kansas.

Brazos footage - #914

1879 and 1880 were fairly good years for Nicodemus. But harvests were lean during the next three years. The population dropped from over 600 to half that number in one year.

Other black pioneers- #507, 7:22:55 and #106, 6:09:36

Many settlers used Nicodemus only as a way station to homesteads or other farmlands.



Prewitt ad -- #506 6:21:40

Nothing was easy in Nicodemus. Attracting investors and new businesses turned out to be just as tough as the hardscrabble ground.

W.R. Hill, formerly the town's pied piper, became preoccupied with another venture—an all-white town he'd established and named Hill City.

Kansas group photo -- #506 6:20:35

In 1886, the townspeople began pinning their hopes on attracting a railroad. A railroad would bring business, employment, investment and hopefully, prosperity.

MISSOURI PACIFIC RR POSTER  
reel 507, 7:03:15

A group of Nicodemus businessmen met with officials of the Missouri Pacific Railroad Company.



Kansas photo of train going down 3rd track --  
Reel #509

But the railroad eventually chose another route west.

Union Pacific poster - #507, 7:13:30

For a while, it looked as if the Union Pacific would come through Nicodemus.

Gardner train - #507, 7:13:30

But the Union Pacific also chose another route.

End of the track photo - Reel 509,

After negotiations with the railroads broke down, many of the town's most diehard supporters gave up hope and moved away. }?

It was the end of prosperity in Nicodemus.

AME Church - Reel #505, 5:03:57 or #509  
9:03:40

Some folks took their buildings with them when they moved, loading them onto their wagons plank by plank and brick by brick. >

Bogue - reel 509,

2  
Merchants had no one to buy their goods, so they also headed for greener pastures.



Hickman - same

Williana - same

A handful of families—like the Hickmans—refused to leave the area they'd come to think of as home. Besides his church duties, Reverend Hickman raised cattle and served as county coroner and chairman of the board of commissioners. Williana also remained an active member of the community.

Live Footage from #914: 14:12:15 sun,

14:12:41 school, 14:14:26 church

Hickman grave - #503, 3:18:50

daughters?

**WILLIANA:** "We improved the farm and lived there nearly twenty years, making various visits back to Nicodemus to attend church, entertainments, and other celebrations. We watched the many changes, and still in my mind lingers memories of pleasant times spent with my many friends there. My three daughters were much loved schoolteachers in Nicodemus and vicinity over a period of fifteen years."



Emancipation photo - Reel 505, 5:11:45

Nicodemus had begun as a dream. Its settlers worked hard to breathe life into that dream.

4th of July celebration - Reel 507, 7:02:05

Nicodemus remained a small, modest agricultural village, but it did survive. *DM*

Montage of residents #505 5:01:23 - 5:07:01,  
Reel #506 6:20:51- 6:21:05 and Reel #509

The legacy of Nicodemus lives on, as a symbol of the unique heritage of black American pioneers. For all Americans, it stands as an example of the indomitable spirit that settled the West.



## THE ORPHAN TRAINS

Live footage of trains: Reel 914 14:09:17

Railroads played a hand in the fates of individual pioneers as well as towns.

Illinois flyer -- Reel #509

Orphaned children had been emigrating to the West since 1854 aboard so-called "Orphan Trains." And they had no say in the matter.

Slow pan along Kansas train w/kids -- #507, 7:15:05

NYC street -- Reel 504, 4:11:30

Many children in eastern cities were left homeless due to the death of their parents. These orphans often ended up in asylums, jails, or the streets.

Shot of NYC street: LaCoNat His with c/u kids faces - Reel 506, 6:12:27

Concerned organizations and Children's Aid Societies enacted programs to find better lives for these children, better lives out west.

George Panzer - Reel 506 6:05:48

From 1854 to 1929, over 100,000 orphans would ride "Orphan Trains" to an unknown future in the West.

Robert Panzer - Reel 506 6:06:44



Pioneer families - Reels 507 & 508 (see mitsubishis)

Cameron photo - Reel 507, 7:11:45

Girl feeding chicks-Reel 501, 1:09:10

Nebraska boys w/pail -- Reel 506, 6:07:50

Girl milking cow - Reel 507, 7:26:50

Young Toni Weiler Reel 501, 1:20:19

Live footage of Train -- Reel #915, 15:06:22 ?

Out West, there were plenty of pioneer families willing to adopt children. Charity wasn't their only motivation. On a farm, there was always room for one more pair of hands to help with the chores.

Toni Weiler lived in an orphanage in New York City from the time she was 10 days old until she was put on a train west at the age of three.

**TONI:** "The first thing I remember the most is when we went down to board the train and its big shot of steam happened to come out right then and it was really scary, and every time that we went through a town there was this clang, clang, clang kind of noise, a bell ringing, and then the whistle on the train."

**TONI:** "It was fine to tell us that we were going to a home where there would be a new mom and a papa to get along with. Well, what was a mom and a papa? We didn't know those things."



McCook, NEB Depot - Reel 506 6:03:21

TONI: "We arrived in McCook, Nebraska. We rode three days and two nights to get there. This strange man comes and takes me off the train and this woman."

Young Toni , w/s 501, 1:20:10

TONI: "Here are these strange people come to pick you up and take you to their house and you'd never seen a house before. So here was this strange place, and these strange people, and it was scary. There aren't words to describe the lost, lonely, feeling that you had."

Adult Toni & reunion group -506 6:14:30

But Toni Weiler gradually found a sense of belonging in the West. She overcame the hardships of her past, as well as those she faced in her new life. And she lived a happy and productive life.

Toni Weiler & son -- 501 1:20:49 or 506 6:15

TONI: "Anybody that was an orphan in those days, they say that your mother wasn't married and that the mother was bad, so of course, the kid was bad. You weren't going to amount to anything. I sure fooled them!"



## THE HARD ROAD WEST

Wagons from rear - Kaw Valley #1151

Nineteenth century pioneers journeyed down a road of hardship and uncertainty to build new lives in the American West. Physical strength alone wasn't enough to see them through.

Live footage - beauty shot of fertile valley  
(Wind River Valley #910 10:09)

Most pioneers were sustained by a deep and abiding faith that a better world lay at the end of their journey.

RUTS: # 908, 911, or #1151 1:26:16

Even a century after their passing, stark proof of their struggle lives on—in the wagon ruts of the overland trails...

stone markers: KAW 1151 1:16:23-1:16:41, &  
& graves: KAW 1151, 1:15:39, 1:15:50  
Brazos, Reel 509 9:02:50, 9:05:00 - 9:05:20  
crosses: #111, 11:23:50

in the stone registers of the desert...

Reid: 501 1:19:20?

on the markers of their graves...

Abigail: Reel 501, 1:03:15

and in the deeds of those who proved that adversity oftentimes brings out the best in people.

Hickmans: 506 6:16:39 & 6:17:42

Toni: photo to arrive

Abigail Scott Duniway, by the sea  
Oregon His #4146 Reel 501, 1:02:46

**ABIGAIL:** "Success will seldom come in the ways that one has planned for it; but come it will, sooner or later, to all who are faithful, if not in this brief, mundane existence, then surely, as I verily believe, in the broader realm of opportunity that will open for us."

*The End.*



## "SWEET BETSY FROM PIKE" (reprise)

The Shanghai ran off and the cattle all died,  
The last piece of bacon that morning was fried;  
Poor Ike got discouraged, and Betsy got mad,  
The dog wagged his tail and looked wonderfully sad.

*chorus—*

Sing-too-ral-li-oo-ral-li-ay,

Sing-too-ral-li-oo-ral-li-ay.

Out on the Prairie one bright and starry night  
They broke the whiskey and Betsy got tight;  
She sang and she shouted and danced o'er the plain,  
And made a great show for the whole wagon train.

One morning they climbed up a very high hill,  
And with wonder looked down into old Placerville;  
Ike shouted and said, as he cast his eyes down,  
"Sweet Betsy, my darling, we've got to Hangtown."