

1999

Various Maps of Underground Railroad Routes with notation

Lillion Batchelor

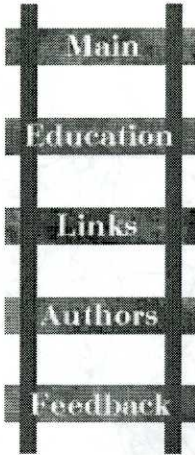
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Underground Railroad Routes 1860

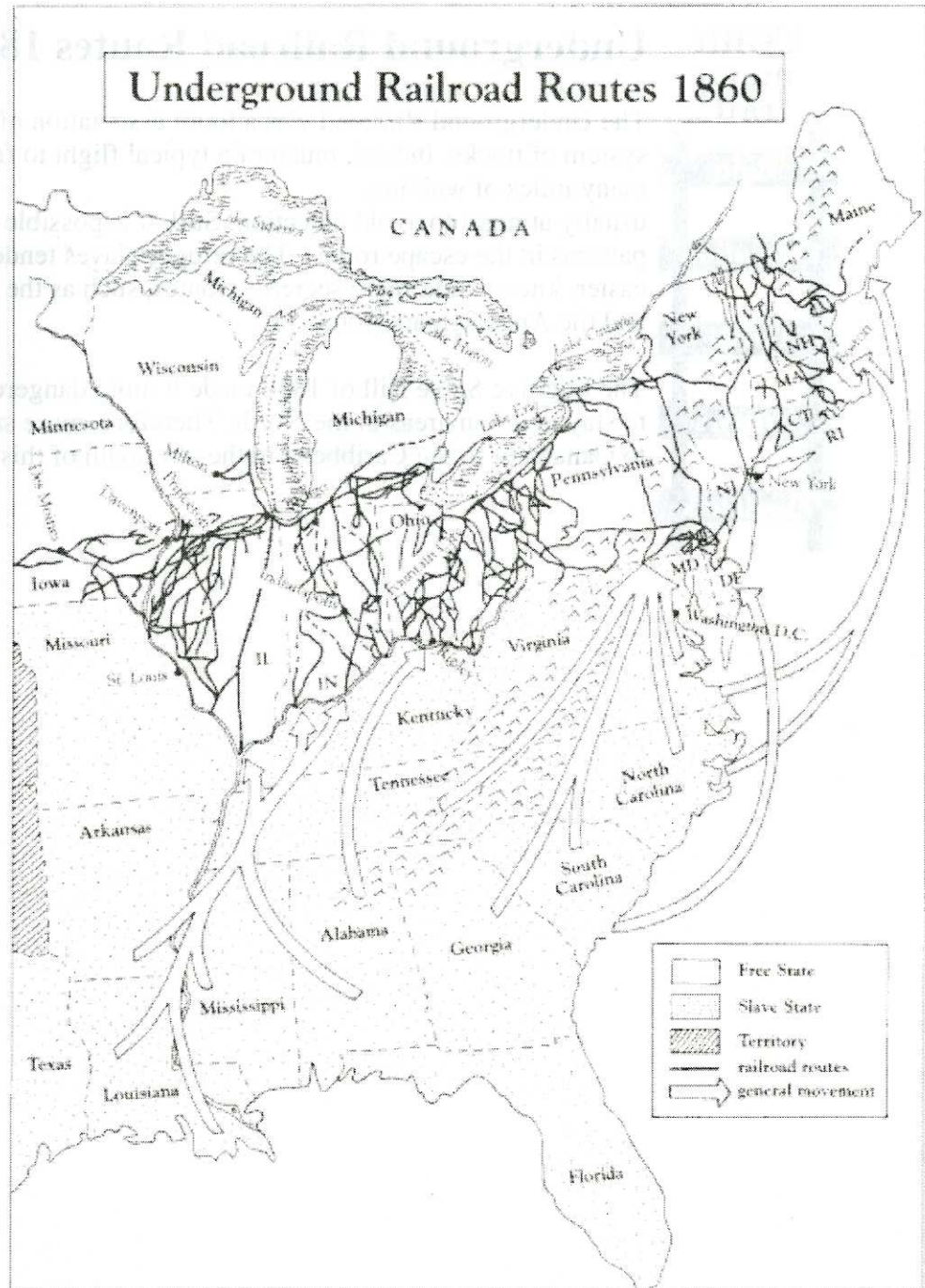
The Underground Railroad was a loose association of people, not a system of tracks. Indeed, much of a typical flight to freedom involved many miles of walking, usually at night to avoid detection. Still, it is possible to see these patterns in the escape routes. The refugee slaves tended to areas of easier, known, and more secretive routes, such as the Mississippi river and the Appalachian Mountains.

The Fugitive Slave Bill of 1850 made it more dangerous for runaways to stay in urban areas in the North. Therefore, more slaves continued on to Canada or to the Caribbean in the aftermath of this bill.



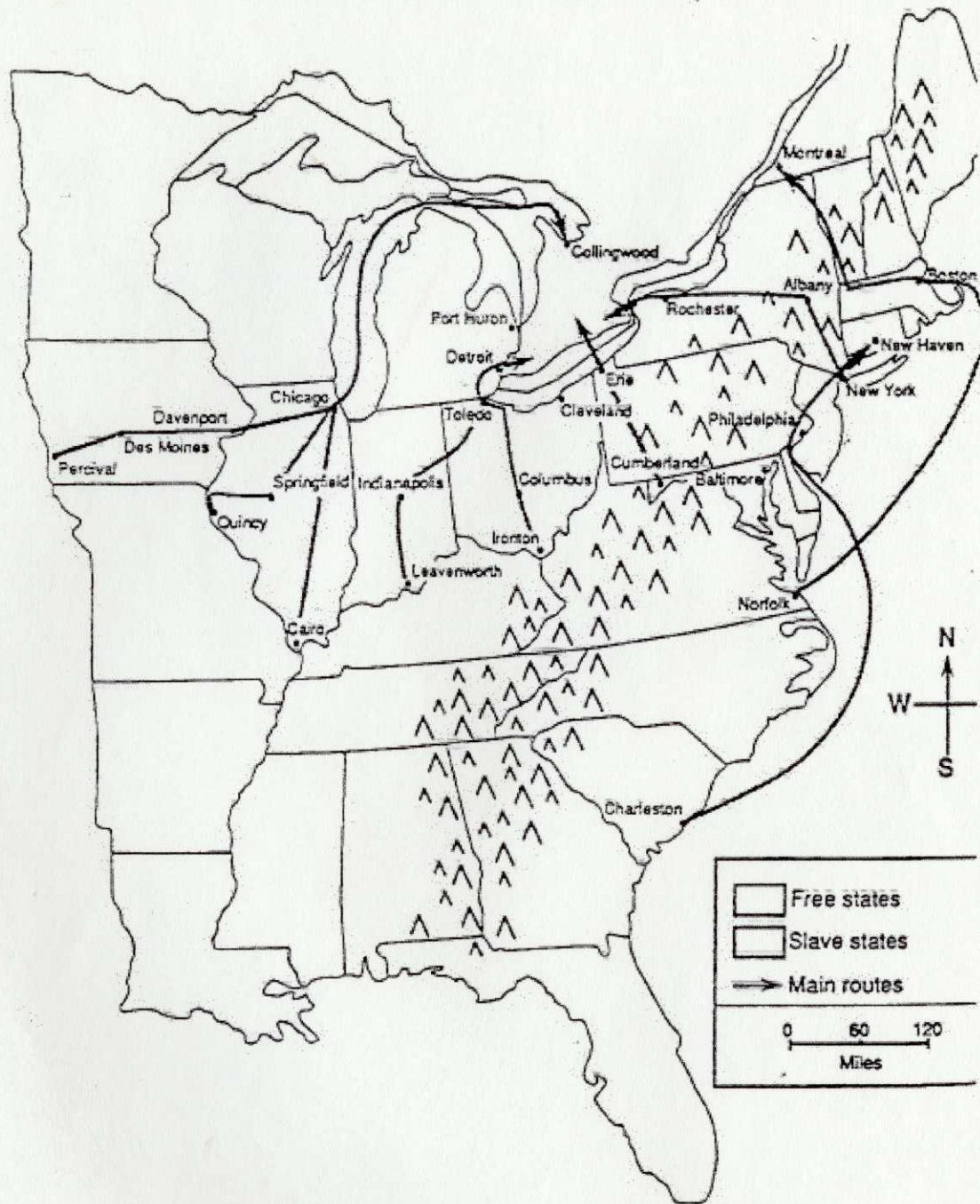
Another map - from National Geographic (poor reproduction)

Works Cited

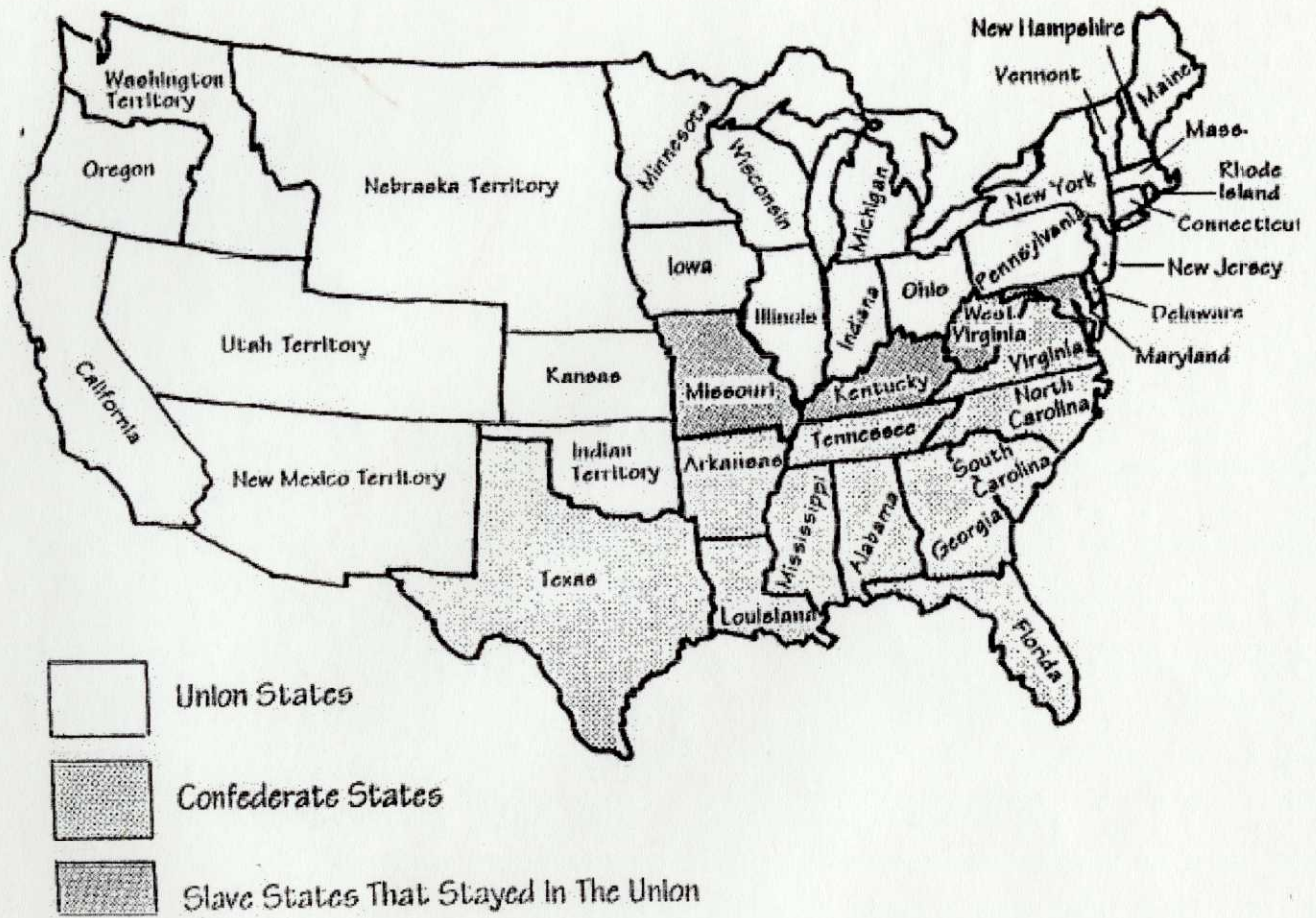


Map from "The Underground Railroad" Written and illustrated by Raymond Bial (1995).

UNDERGROUND RAILROAD ROUTES



U.S. Free and Slave States



Agricultural Specialization: 1860

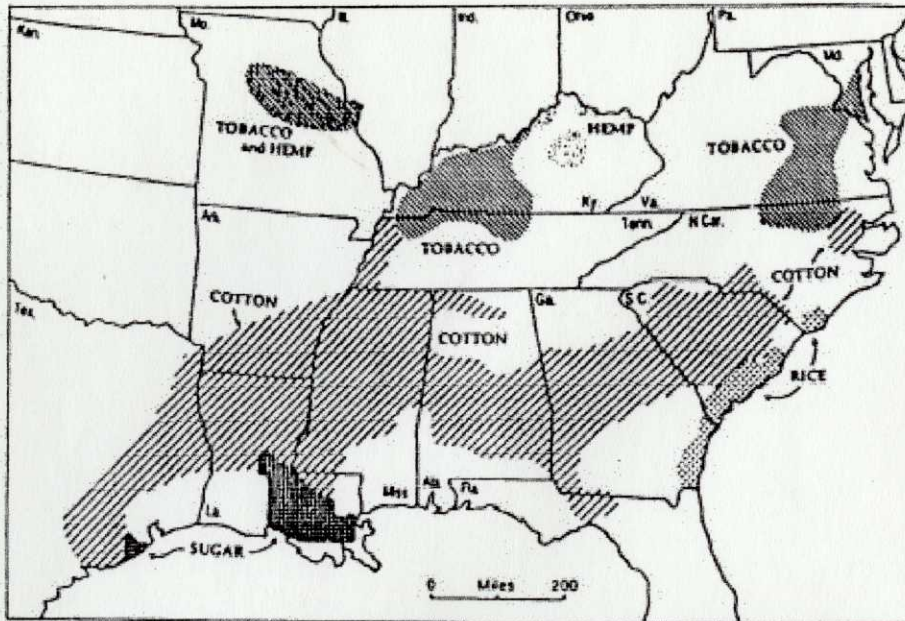
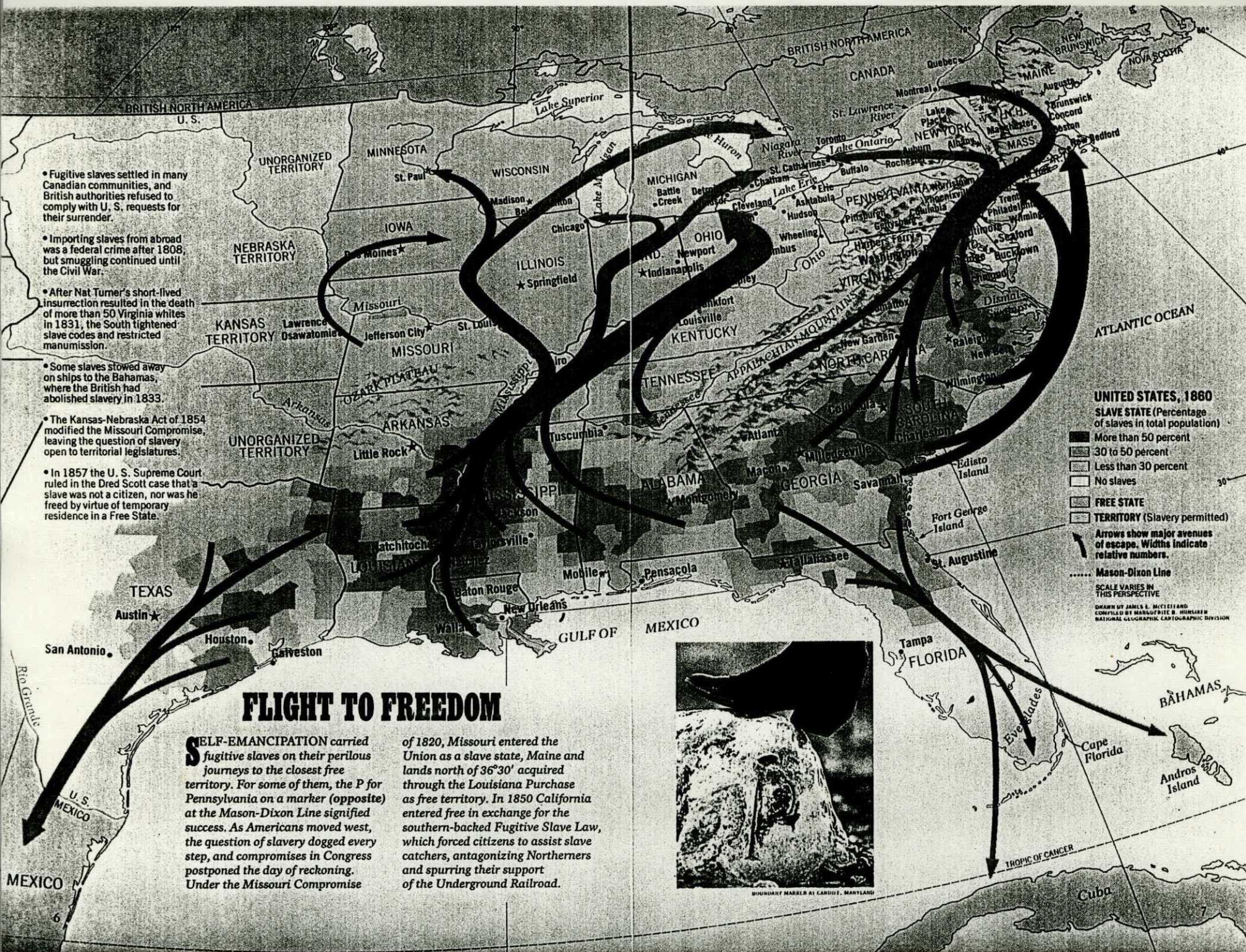


Figure 6.1

The Southern mosaic of agricultural specialization as it had evolved by the Civil War. Later, rice culture would disappear from the Atlantic coast and was important in Louisiana and the Gulf Coast, and the domain of "king cotton" would ultimately shrink and move westward, centered on the lower Mississippi Valley.



- Fugitive slaves settled in many Canadian communities, and British authorities refused to comply with U. S. requests for their surrender.
- Importing slaves from abroad was a federal crime after 1808, but smuggling continued until the Civil War.
- After Nat Turner's short-lived insurrection resulted in the death of more than 50 Virginia whites in 1831, the South tightened slave codes and restricted manumission.
- Some slaves stowed away on ships to the Bahamas, where the British had abolished slavery in 1833.
- The Kansas-Nebraska Act of 1854 modified the Missouri Compromise, leaving the question of slavery open to territorial legislatures.
- In 1857 the U. S. Supreme Court ruled in the Dred Scott case that a slave was not a citizen, nor was he freed by virtue of temporary residence in a Free State.

FLIGHT TO FREEDOM

SELF-EMANCIPATION carried fugitive slaves on their perilous journeys to the closest free territory. For some of them, the P for Pennsylvania on a marker (opposite) at the Mason-Dixon Line signified success. As Americans moved west, the question of slavery dogged every step, and compromises in Congress postponed the day of reckoning. Under the Missouri Compromise

of 1820, Missouri entered the Union as a slave state, Maine and lands north of 36°30' acquired through the Louisiana Purchase as free territory. In 1850 California entered free in exchange for the southern-backed Fugitive Slave Law, which forced citizens to assist slave catchers, antagonizing Northerners and spurring their support of the Underground Railroad.



BOUNDARY MARKER AT CARHILL, MARYLAND

UNITED STATES, 1860
SLAVE STATE (Percentage of slaves in total population)

- More than 50 percent
- 30 to 50 percent
- Less than 30 percent
- No slaves

FREE STATE

TERRITORY (Slavery permitted)

Arrows show major avenues of escape. Widths indicate relative numbers.

..... Mason-Dixon Line

SCALE VARIES IN THIS PERSPECTIVE

DRAWN BY JAMES E. MCYEE AND
 CONSULTED BY MARSHALL P. HILBURN
 NATIONAL GEOGRAPHIC CARTOGRAPHIC DIVISION

