

1: Underground Railroad: A Path to Freedom

Explain that the Underground Railroad was actually neither underground nor a railroad. It was a term used to describe the secret way that slaves escaped from slavery with the help of many people. It was a term used to describe the secret way that slaves escaped from slavery with the help of many people.

Oberlin was a key junction on the Underground Railroad that connected 5 different routes escaping slaves could have taken. No fugitive living in Oberlin was ever returned to bondage and has been referred to as "The Town that Started the Civil War. Later Congress added to that ordinance a law that made it a federal crime to give aid or harbor escaping slaves that could be punished by severe fines or even imprisonment. Adding to this were rewards paid by plantation owners to freelance bounty hunters for slaves that were returned. This made life extremely difficult even in a free-state like Ohio. Almost anywhere in Ohio, in almost any community, you could almost count that about half of the population would be pro-slavery, and the other half anti-slavery. Slavery was a hot issue in Ohio. Pro abolitionists speaking at local rallies could often turn the event into a hostile conflict. It was under these conditions that caused abolitionists to form secretive networks that could help escaping slaves move along a network that was neither advertised nor written. That network became known as the Underground Railroad. Although there were Underground Railroad networks throughout the country, even in the South, Ohio had the most active network of any other state with around miles of routes used by escaping runaways. The reason for this is 2-fold. First Ohio was bordered by 2 slave states: Ohio also had a large Quaker population, especially in the east and southeast portions of the state. Prior to that, information about railroads was not wide-spread. For example, the Internet was around in the s, but most people were not familiar with this technology until much later. There was of course, no railroad with the Underground Railroad, nor was it under ground. The term Underground was used because this activity of helping escaping slaves was against the law and therefore these activities had to be concealed. The term railroad was used because those people involved in the activities used terms commonly associated with railroads, to describe different aspects of their activities. Slaves were called cargo or passengers. Hiding places or safe houses were called stations Guides leading the escaping slaves were called conductors People helping the escaping slaves, but not guiding them, were called agents People providing financial resources for these activities were called stockholders As physical railroads became more widespread, using the same terminology associated with the railroad to the activities associated with the Underground Railroad allowed those actively involved to communicate openly without fear of being handed over to the authorities by someone overhearing the conversation. Of course, at the time, these code words were not known outside the network. In some areas of the country different terminology was used such as "the freedom train" or "the gospel train. It should be remembered that this network was not operated by any one individual or group, nor did everyone, even recognized Abolitionists, want to help escaping slaves. It was against not only state law, but also federal law to help an escaping slave. This made any attempt at escaping from slavery a dangerous proposition. Captured slaves were often mistreated by their captors, and when they were returned to the plantation and farms from where they had escaped, it was up to the plantation owner to administer further punishment which could be physical punishment, further confinement, or even being sold. The members of the society pledged to fight for the abolition of slavery and establishment of laws protecting African-Americans after they were freed. Although Ohio was a free state, the Ohio Anti-Slavery Society was constantly under attack from local citizens wherever they met. When the convention was held in a barn outside of Granville, a mob formed that attacked the gathering abolitionists. John Rankin, one of the founders of the society, was attacked in Chillicothe after attending a meeting in Zanesville. Their fear was a combination of racism, but not willing to admit that racism, they claimed that the escaping slaves from the south would take their jobs here in Ohio. This center provides a clearing house of information about the Underground Railroad and sponsors activities to help educate about those issues affecting African-Americans. The Center opened in The Freedom Center is made up of 3 buildings which symbolize the cornerstones of freedom: Courage, Cooperation, and Perseverance. Freedom Center 50 E. Freedom Way, Cincinnati Hours: Tuesday - Sunday 11a. Oberlin was one

of those towns where escaping slaves could feel safe. Located in north central Ohio, Oberlin became one of the major focal points for escaping slaves. Further south, a number of communities provided assistance including Columbus and Zanesville to the east, Mechanicsburg and Urbana to the west. In southern Ohio, there were even more smaller communities that provided safety in an extremely dangerous territory for the escaping slaves. Chillicothe, Xenia, Hillsboro, Springfield were notable communities assisting in this process. The main entry point to Ohio was along the Ohio River and most notably was a small community called Ripley where John Rankin and a small group assisted s of escaping slaves and started them on their journey on the Underground Railroad. The only sure location was in Canada and to some degree, Mexico , but these destinations were by no means easy. After escaped slaves arrived in Canada, they would often return to Ohio where they could join already set up small enclaves of freed slaves in areas that were uninhabited and try to remain as inconspicuous as possible. In Ohio there were 10 exit ports commonly used, with the most often used ports being Toledo , Sandusky , Cleveland , Fairport Harbor , and Ashtabula Harbor. It was the decision these people made to escape the tyranny of their oppressors that made them a special type of person. Not only did they have to avoid their former owners, but also the slave-catchers that scoured the countryside in search of runaways. These roaming bands of bounty hunters had become a big business that paid big dividends when a runaway could be captured and returned. Hiding in the woods by daylight and traveling only at night, the escaping slaves had a difficult journey. Until they reached a border state, they had to provide their own sustenance. Winter was the most active time for escaping slaves. That was when the Ohio River regularly froze over and made it possible for the runaways to cross the river without a boat. It was also more dangerous. Just looking at the river itself and not counting the extremely cold temperatures, the ice was often more like large chunks of floating ice that required carefully footing, at night, to make it safely across the river. Slaves that had already made the journey to freedom, would often go back repeatedly to help others, at great risk to their own safety and freedom. Oberlin-Wellington Rescue John Price, a year old fugitive slave from a Kentucky plantation owned by John Bacon, was living in Oberlin at the time of his arrest by 2 slave catchers and 2 federal marshals on September 13. Knowing that trying to capture the young black man would not be easy in the town of Oberlin because of the well-known anti-slavery sentiments held by the townspeople, they hatched a plan to lure John Price out of the safety of Oberlin. They convinced Shakespeare Boynton, the son of a wealthy Oberlin landholder, to lead John Price out to a farm located west of Oberlin on the ruse of digging potatoes for wages. Upon his arrest, Price was taken to Wellington about 10 miles south of Oberlin, where the slave catchers and marshals planned to board a train heading south to take Price back to Kentucky. Soon after realizing what had happened, anti-slavery supporters in Oberlin became outraged and quickly assembled a group to attempt a rescue. By late afternoon some people from Oberlin and Wellington had surrounded the Wadsworth Hotel where Price was being held. After a standoff of several hours, the captors moved Price from the first room they were in, to another room on the next floor. That room had a window with a small balcony overlooking the town square. Several of those that had gathered outside the room had been allowed into the room where Price was being held along with the sheriff. The sheriff wanted to verify that the papers were in order. One of the men in the room shouted to the crowd below alerting the crowd which room they were holding Price. Price was surrounded and ushered away from his captors, loaded on a wagon and taken back to the Oberlin home of Professor James Fairchild. Several days later Price continued on the Underground Railroad to Canada and was never heard from again. Of the that had gathered in Wellington, 37 of the crowd who helped rescue Price were indicted in Federal Court for their part in the event and 21 of them were arrested. They were sent to the Cuyahoga County Jail for about a month where they remained rather than posting bail. When the slave catchers and marshals were charged with kidnapping, both sides agreed to drop the charges. Shown in the photograph above are: Peck, and James M. Two of the men, Jacob B. Shipherd and Orindatus S. Wall, were released earlier due to a technicality with their indictments and are not pictured.

2: Underground Railroad - Wikipedia

An informational video about The Underground Railroad.

Political background[edit] At its peak, nearly 1, slaves per year escaped from slave-holding states using the Underground Railroad – more than 5, court cases for escaped slaves were recorded – many fewer than the natural increase of the enslaved population. The resulting economic impact was minuscule, but the psychological influence on slave holders was immense. With heavy lobbying by southern politicians, the Compromise of was passed by Congress after the Mexican–American War. It stipulated a more stringent Fugitive Slave Law ; ostensibly, the compromise addressed regional problems by compelling officials of free states to assist slave catchers, granting them immunity to operate in free states. Many Northerners who might have ignored slave issues in the South were confronted by local challenges that bound them to support slavery. This was a primary grievance cited by the Union during the American Civil War , [14] and the perception that Northern States ignored the fugitive slave law was a major justification for secession. Vigilance committee Harriet Tubman photo H. A worker on the Underground Railroad, Tubman made 13 trips to the South, helping to free over 70 people. She led people to the northern free states and Canada. The escape network was not literally underground nor a railroad. It was figuratively "underground" in the sense of being an underground resistance. It was known as a "railroad" by way of the use of rail terminology in the code. Participants generally organized in small, independent groups; this helped to maintain secrecy because individuals knew some connecting "stations" along the route but knew few details of their immediate area. Escaped slaves would move north along the route from one way station to the next. Without the presence and support of free black residents, there would have been almost no chance for fugitive slaves to pass into freedom unmolested. A conductor sometimes pretended to be a slave in order to enter a plantation. Once a part of a plantation, the conductor would direct the runaways to the North. They rested, and then a message was sent to the next station to let the station master know the runaways were on their way. They would stop at the so-called "stations" or "depots" during the day and rest. The stations were often located in barns, under church floors, or in hiding places in caves and hollowed-out riverbanks. The resting spots where the runaways could sleep and eat were given the code names "stations" and "depots", which were held by "station masters". Using biblical references, fugitives referred to Canada as the " Promised Land " or "Heaven" and the Ohio River as the " River Jordan ", which marked the boundary between slave states and free states. Some groups were considerably larger. Abolitionist Charles Turner Torrey and his colleagues rented horses and wagons and often transported as many as 15 or 20 slaves at a time. Most escapes were by individuals or small groups; occasionally, there were mass escapes, such as with the Pearl incident. The journey was often considered particularly difficult and dangerous for women or children. Children were sometimes hard to keep quiet or were unable to keep up with a group. In addition, enslaved women were rarely allowed to leave the plantation, making it harder for them to escape in the same ways that men could. One of the most famous and successful conductors people who secretly traveled into slave states to rescue those seeking freedom was Harriet Tubman , an escaped slave woman. Southern newspapers of the day were often filled with pages of notices soliciting information about escaped slaves and offering sizable rewards for their capture and return. Federal marshals and professional bounty hunters known as slave catchers pursued fugitives as far as the Canada–US border. With demand for slaves high in the Deep South as cotton was developed, strong, healthy blacks in their prime working and reproductive years were seen and treated as highly valuable commodities. Both former slaves and free blacks were sometimes kidnapped and sold into slavery, as was Solomon Northup of Saratoga Springs, New York. Some buildings, such as the Crenshaw House in far southeastern Illinois , are known sites where free blacks were sold into slavery, known as the " Reverse Underground Railroad ". Under the terms of the Fugitive Slave Act of , when suspected fugitives were seized and brought to a special magistrate known as a commissioner, they had no right to a jury trial and could not testify in their own behalf. Technically, they were guilty of no crime. The marshal or private slave-catcher needed only to swear an oath to acquire a writ of replevin for the return of property. Congress was dominated by southern Congressmen, as apportionment was based on

three-fifths of the number of slaves being counted in population totals. They passed the Fugitive Slave Law of 1850 because of frustration at having fugitive slaves helped by the public and even official institutions outside the South. In some parts of the North, slave-catchers needed police protection to exercise their federal authority. Opposition to slavery did not mean that all states welcomed free blacks. For instance, Indiana, whose area along the Ohio River was settled by Southerners, passed a constitutional amendment that barred free blacks from settling in that state.

Terminology[edit] Members of the Underground Railroad often used specific terms, based on the metaphor of the railway. The Railroad was often known as the "freedom train" or "Gospel train", which headed towards "Heaven" or "the Promised Land", i. He kept careful records, including short biographies of the people, that contained frequent railway metaphors. He maintained correspondence with many of them, often acting as a middleman in communications between escaped slaves and those left behind. He later published these accounts in the book *The Underground Railroad: Authentic Narratives and First-Hand Accounts*, a valuable resource for historians to understand how the system worked and learn about individual ingenuity in escapes. According to Still, messages were often encoded so that they could be understood only by those active in the railroad. The additional word *via* indicated that the "passengers" were not sent on the usual train, but rather via Reading, Pennsylvania. In this case, the authorities were tricked into going to the regular location station in an attempt to intercept the runaways, while Still met them at the correct station and guided them to safety. They eventually escaped either to the North or to Canada, where slavery had been abolished during the 18th century. The National Park Service has designated many sites within the network, posted stories about people and places, sponsors an essay contest, and holds a national conference about the Underground Railroad in May or June each year. *Quilts of the Underground Railroad and Songs of the Underground Railroad* Since the 1990s, claims have arisen that quilt designs were used to signal and direct slaves to escape routes and assistance. According to advocates of the quilt theory, ten quilt patterns were used to direct slaves to take particular actions. The quilts were placed one at a time on a fence as a means of nonverbal communication to alert escaping slaves. The code had a dual meaning: In addition, Underground Railroad historian Giles Wright has published a pamphlet debunking the quilt code. Similarly, some popular, nonacademic sources claim that spirituals and other songs, such as "Steal Away" or " Follow the Drinking Gourd ", contained coded information and helped individuals navigate the railroad. They have offered little evidence to support their claims. Scholars tend to believe that while the slave songs may certainly have expressed hope for deliverance from the sorrows of this world, these songs did not present literal help for runaway slaves. For example, " Song of the Free ", written in about a man fleeing slavery in Tennessee by escaping to Canada, was composed to the tune of " Oh! Every stanza ends with a reference to Canada as the land "where colored men are free". Slavery in Upper Canada now Ontario was outlawed in 1793; in 1828, John Robinson, the Attorney General of Upper Canada, declared that by residing in Canada, black residents were set free, and that Canadian courts would [38] protect their freedom. Slavery in Canada as a whole had been in rapid decline after an court ruling, and was finally abolished outright in 1833. Legal and political[edit] When frictions between North and South culminated in the Civil War, many blacks, slave and free, fought for the Union Army. I have never approved of the very public manner in which some of our western friends have conducted what they call the Underground Railroad, but which I think, by their open declarations, has been made most emphatically the upperground railroad. He went on to say that, although he honors the movement, he feels that the efforts serve more to enlighten the slave-owners than the slaves, making them more watchful and making it more difficult for future slaves to escape. Estimates vary widely, but at least 30,000 slaves, and potentially more than 100,000, escaped to Canada via the Underground Railroad. These were generally in the triangular region bounded by Niagara Falls, Toronto, and Windsor. Several rural villages made up mostly of ex-slaves were established in Kent and Essex counties. Fort Malden in Amherstburg, Ontario, was deemed the "chief place of entry" for slaves seeking to enter Canada. The abolitionist Levi Coffin supported this assessment, describing Fort Malden as "the great landing place, the principle terminus of the underground railroad of the west. Appleby, a celebrated mariner, facilitated the conveyance of several fugitive slaves from various Lake Erie ports to Fort Malden. Important black settlements also developed in other parts of British North America now parts of Canada. These included Lower Canada present-day Quebec and Vancouver

Island , where Governor James Douglas encouraged black immigration because of his opposition to slavery. He also hoped a significant black community would form a bulwark against those who wished to unite the island with the United States. While the British colonies had no slavery after , discrimination was still common. Many of the new arrivals had to compete with mass European immigration for jobs, and overt racism was common. For example, in reaction to Black Loyalists being settled in eastern Canada by the Crown, the city of Saint John, New Brunswick , amended its charter in specifically to exclude blacks from practicing a trade, selling goods, fishing in the harbour, or becoming freemen; these provisions stood until . While some later returned to Canada, many remained in the United States. Thousands of others returned to the American South after the war ended. The desire to reconnect with friends and family was strong, and most were hopeful about the changes emancipation and Reconstruction would bring.

3: Underground Railroad: Journey to Freedom - Huntsville - www.enganchecubano.com

To play The Underground Railroad: Journey to Freedom, you must download and install the free Sandstone Player Software on your computer. Sandstone is required to support the 3-D style interaction in the game.

Tweet If you are looking for something unique and different in this world of endurance training, consider a long distance multi day bike-packing trip. As a cyclist for over 30 years, this self- journey experience was exceptional and was very helpful with respect to the uniqueness of self-supported long distance racing and no aid stations Trans Am Bike Race. Post ride thoughts - I will definitely include this ride annually as an after tax-season stress relief ride. There are so many food stores, campgrounds, www. Pacing â€” This was a bit of a personal learning process. Trying to slow down was not that difficult on the hills with the extra 20 pounds of supplies on the bike but the mindset still was to push a bit too hard early on just like a race until I found the groove after 4 days of riding. Going downhill is a thrill beyond 50 mph with all the extra weight as descending is a blast and also with any tailwind. I would call the ride â€” fast-paced bike packing and definitely taking in the sights and sounds was clearly a goal to do this ride. It does not come with a page book on how to program and set it up which was a relief. The Garmin was fine with wind, volumes of rain and several days of hail however the battery life changed based upon the weather. When it was raining and a bit colder degrees Fahrenheit it lasted around hours. Better weather got 7 hours until charge time. I used portable chargers solar and non-solar and it worked well. Batteriesâ€” Using a battery charger â€” it worked well to keep the GPS charged. Great general store can get a small cabin real cheap for an option out of the rain for a change. Memorable Camping in Ohio at a lake â€” once into Ohio, first campground was fabulous and had a perfect setting on a lake. The owner of the campground was so nice, they ordered me pizza and invited me to dinner with their family. Getting into the groove â€” After day 4, the daily process remained the same: Breakfast, ride hours, lunch, then ride hours, and eat dinner, rest and repeat. It actually was a blast doing this day after day! Even with driving rain and cold, legs never got cold. For this trip, I needed only charging device vs. I had a screwdriver on my multi tool and it worked fine keeping them snug. People saying hello â€” All the worries and pre-ride warnings of dogs and trucks in Kentucky was way overblown in my experience. I did carry some pepper spray I have been bitten on the bike before â€” and pepper spray will not harm a dog just in case. In regards to no shoulder on the roads in Kentucky and the worries of trucks everywhere, this was a non-issue. The roads were spectacular in terms of surface conditions. The trucks yes plenty of F pickup trucks but they all moved over coming from behind and the opposite direction almost ever truck driver waved to me. Bottom line, I loved Kentucky and hope you have a similar experience. Open country roads â€” The Underground Railroad trail is a series of open country roads, a few cross overs of state roads, and some rails to trails. Overall, the vast majority of the ride is on country roads. Interestingly, through Ohio and Kentucky there were sections of riding for hours without even seeing a car. As cyclists, we all know there is a different perspective of seeing things while on the bike vs. Interestingly, in Kentucky there is a road kill pickup truck and they just come along and scoop up everything. Amazing Townsâ€” sorry I did not write down the names of all the places. Definitely stop in the local town diners and restaurants for sure and eliminate all the chain restaurants for learning about the local culture. Ohio riding through Amish country rounds was 10 star road conditions. Medina, OH â€” great location to load up on food and some sites West Jefferson, OH â€” the Rails to Trails starts here and nice with no traffic but after miles it becomes a bit mindless and could not wait to get back on the roads! Cedarville, OH â€” great Inn on the trail if you need a break from camping , which has everything for cyclists. I grabbed a few items to eat at a convenience store Yahoo drink, almonds and a protein bar and the lovely owners started to chat with me about the journey and invited me to be their guests at the International Barbeque Annual Festival in Owensboro. This was an amazing festival and the food was perfect after a very long day of riding 13 hour day. Rain Fun â€” There was plenty of rain because of all the storms in Texas and Oklahoma that continued to move to the north and Midwest. I had a few days of driving rain and hail but it lasted on hours so it was not an all day rain. One thing that happened with good timing after the rain was normally wind and then the sun would come out â€” best solution for drying out soaking shoes, toe

covers, cycling gear was the wind and sun. Wind Fun â€” For all the benefits of drying out clothes as I mention above, as we all know so well there are few thing worse on the bike than climbing hill after hill in a 20 mph headwind. All I could do was literally laugh, as I could not ride faster than 6mph even on the flats. One thing you do notice going that slow in the wind is more details of the road kill! Crash â€” Only one bike crash and typical road rash. Stupidly, I took wet train tracks not at a perpendicular angle and slid out. Of course, all that really mattered was the bike condition â€” it was fine and not even a scratch! Saddle soresâ€” used Hammer Nutrition saddle balm product vs. Bag Balm only because it was a bit more packing convenient and worked extremely well. There were plenty of other great stories, but one thing stands out above anything from this experience â€” the people. The breakfasts where the owners would not allow me to pay , personal food care packages, dinners, story telling, meeting athletes, and recommendations of places to see, are the reasons I will be back again next year for this ride.

4: The Underground Railroad: Escape From Slavery Student Activity | www.enganchecubano.com

The Underground Railroad was a network of secret routes and safe houses established in the United States during the early to mid-19th century, and used by African-American slaves to escape into free states and Canada with the aid of abolitionists and allies who were sympathetic to their cause.

And, as she once proudly pointed out to Frederick Douglass, in all of her journeys she "never lost a single passenger. At age five or six, she began to work as a house servant. Seven years later she was sent to work in the fields. While she was still in her early teens, she suffered an injury that would follow her for the rest of her life. Always ready to stand up for someone else, Tubman blocked a doorway to protect another field hand from an angry overseer. The overseer picked up and threw a two-pound weight at the field hand. It fell short, striking Tubman on the head. She never fully recovered from the blow, which subjected her to spells in which she would fall into a deep sleep. Around she married a free black named John Tubman and took his last name. She was born Araminta Ross; she later changed her first name to Harriet, after her mother. In , in fear that she, along with the other slaves on the plantation, was to be sold, Tubman resolved to run away. She set out one night on foot. With some assistance from a friendly white woman, Tubman was on her way. She followed the North Star by night, making her way to Pennsylvania and soon after to Philadelphia, where she found work and saved her money. She made the dangerous trip back to the South soon after to rescue her brother and two other men. On her third return, she went after her husband, only to find he had taken another wife. Undeterred, she found other slaves seeking freedom and escorted them to the North. Tubman returned to the South again and again. On one occasion, she overheard some men reading her wanted poster, which stated that she was illiterate. She promptly pulled out a book and feigned reading it. The ploy was enough to fool the men. Tubman had made the perilous trip to slave country 19 times by , including one especially challenging journey in which she rescued her year-old parents. Of the famed heroine, who became known as "Moses," Frederick Douglass said, "Excepting John Brown -- of sacred memory -- I know of no one who has willingly encountered more perils and hardships to serve our enslaved people than [Harriet Tubman]. On the way to such a meeting in Boston in , in an incident in Troy, New York, she helped a fugitive slave who had been captured. After the war she settled in Auburn, New York, where she would spend the rest of her long life. She died in

5: Underground Railroad - HISTORY

Journey to Freedom focuses in on the common roles played by individual abolitionists throughout history and the present day – Advocates, Defenders, Fighters, Caretakers – and then pulls back to reveal these individuals to be part of a vast network, a community of abolitionists, that has and continues to age this battle.

More on the African-American experience in Waterford Map of the underground railway in the Northern Virginia Piedmont Each year, I encounter people who have just moved into an old house and have been told that it was once a stop on the Underground Railroad, which was neither underground nor a railroad but instead an informal clandestine network of people who helped slaves escape by guiding them north to freedom. From about to , as many as , slaves fled bondage through the Underground Railroad, and hundreds of them passed through Fauquier and Loudoun counties, often en route to Pennsylvania, just 30 miles from Loudoun. There, abolitionist Quakers welcomed the fugitives, and, after , a state law prohibited enforcement of federal fugitive slave laws. The federal laws, which mandated return of slaves to their masters and prison sentences and fines for those abetting escapes, dated to and But several northern states either did not enforce the laws or enacted their own personal liberty laws to thwart them. Give such legal uncertainties, many slaves continued their trek to Canada, which in enacted a law prohibiting return of escaped slaves to their masters. At least four U. His master said, "He must have gone on an underground road. Such euphemisms as "conductors," who helped "passengers" travel from one "station" to another, first made their way into print several years after Congress repealed fugitive slave laws in June Books written after the Civil War name at least 20 slaves who escaped from Loudoun and Fauquier with help from others, but none name the abettors. John Gott, a historian of upper Fauquier, told me recently of two neighbors who lived near present-day Atoka. Warner , had been "doing an awful lot of traveling to Ohio," as Gott put it. They went all the way to fellowship at the Goose Creek Friends meeting at Waterford," 20 miles from Woodland. Gott said a close relative of the Hoges, Robert Bashaw, who lived near Fauquier Springs, also was accused "of being a slave runner -- helping slaves to escape. Janney, a Quaker educator and historian, recently was identified as a possible Underground Railroad conductor by his great-nephew, the late Werner Janney. Werner Janney told a Washington Post reporter in that wainscoting covered a hole in the wall near the dining-room fireplace. The hole led to a cavity that opened into a toolshed with an outside entrance. Nancy Fones, who opened the Springdale Country Inn at the house in with her husband, Roger, told me that the compartment is still there. She told me that she had read his memoir "word by word" and that there is not one inkling of activity relating to escaped slaves. Searchers for fugitives did not enter buildings but often had dogs, and slaves were directed to outbuildings, where the smell of livestock and fodder would mask their presence. Yardley Taylor, a Quaker mapmaker, historian and nurseryman who lived at Evergreen, near Lincoln, was the one Loudouner known to have been accused of abetting slaves while the Underground Railroad was operating. Though there are several accounts of slaves who escaped through Loudoun and Fauquier, the runaways never mention help from the Underground Railroad south of the Potomac River. The accounts, however, sometimes indicate escape routes, the main ones traversing the east slopes of the Catocin and Bull Run mountains, Short Hill Mountain and the Blue Ridge. Springs and natural rock formations proliferated along these forested heights, almost devoid of habitation. Where these ridges dipped into the Potomac, small islets dotted the river crossings. In , after hiding at the top of Catocin Mountain, escaped slave Charles Bentley and a companion described their fording: We waded and we swam, changing ground as the water deepened. Rocky fords across the Rappahannock led to similar backcountry regions of lower Fauquier. Slaves then made their way north via the east slope of Bull Run Mountain, probably helped by freed Virginia blacks who had been emancipated by various state laws dating from These blacks subsisted on the mountainside. Escapees were then not far from Negro Mountain, northeast of Aldie. A free black, Leonard Grimes, a hackney driver in the District of Columbia, engineered an astounding escape of seven slaves owned by Joseph Mead, a prosperous planter who lived at Meadowbrook, south of Leesburg.

6: Bellefonte, PA - Underground Railroad A Journey to Freedom

Perhaps one of the most harrowing journeys in US history, traveling the Underground Railroad was dangerous, long, and often very uncomfortable. Men, women, and children often had to walk hundreds of miles to safe houses, usually at night, and stay in cramped quarters until it was safe for them to keep moving.

Photo courtesy National Park Service Because of the secretive nature of the Underground Railroad, its exact origins are hard to trace. There are many theories about how it started, but no hard answers. In the early s, runaways mostly relied on spontaneous help from strangers. By the s, anti- slavery groups were beginning to form, and by the s, there was an organized network that aided fugitive slaves. There is evidence of escaped slaves throughout American history, even in letters from George Washington, but these were mostly isolated incidents. Free blacks would sometimes send a field agent -- often a traveling minister or doctor posing as salesperson or census -taker -- to make contact with a slave who wanted to escape. The conductor guided the fugitive to the first station, usually a house along the route slave quarters were also often used. The head of the household, known as the stationmaster, usually had the responsibility of keeping the slave safe. These homes often had secret passages and secret compartments for hiding multiple fugitives. At the station, the fugitive would be fed, sheltered and possibly given a disguise. All of these activities were funded by people known as stockholders, who often gave the money for bribes and any other expenses. So he would have to move at night, following the North Star, and hide during the day. According to Siebert, "When clouds obscured the stars they had recourse, perhaps, to such bits of homely knowledge as, that in forests the trunks of trees are commonly moss-grown on their north sides" [source: The branches or "lines" of the Underground Railroad were purposely convoluted and zigzagged to confuse slave hunters, but this also sometimes hindered the fugitives. There are numerous stories of runaways getting lost and going weeks out of their way or heading further south by accident. And while clear nights were best for traveling, rainy days were also helpful because fewer people were out. So what happened when an escaped slave finally made it to the North? Read on to find out. Visit the Underground Railroad Because most Underground Railroad "stations" were anonymous and unmarked, many have been lost over the years. The National Park Service lists historic sites and programs by state, and includes an application for those who think their house may be an undiscovered stop.

7: Saints & Sinners: The American Journey: Underground Railroad: This Train Is Bound For Glory

From about to , as many as , slaves fled bondage through the Underground Railroad, and hundreds of them passed through Fauquier and Loudoun counties, often en route to Pennsylvania.

Explain that the Underground Railroad was actually neither underground nor a railroad. It was a term used to describe the secret way that slaves escaped from slavery with the help of many people. Have you ever used or made up a secret code before? Have some students share their experiences. Tell students that the Underground Railroad also had something like a secret code. To keep the Underground Railroad hidden from slave owners, special terms were used so slaves could talk about escaping on the Underground Railroad without slave owners knowing what they were talking about. Tell students that today, they will be learning some of the special language used to describe different aspects of the Underground Railroad. Provide student-friendly definitions for the following terms: Show images related to the Underground Railroad to give more context and background knowledge to the ELs. There are five bolded words in the passage. They will need to determine the meaning of each word by looking for context clues around the word. Model for students by reading the following sentence: Break up the passage into smaller, more manageable chunks for students to read. Give each pair a highlighter. Students should highlight the meaning of each word in the text. Review answers as a class. Take clarifying questions from students if needed. Have students highlight the context clues for half of the bolded words. Provide the definitions of the bolded words before asking students to highlight the context clues that indicate its meaning. Independent working time 30 minutes Explain that now students will be writing as if they were slaves on the Underground Railroad. Students will need to write a diary entry about some aspect of their journey. In their diary entry, they must include all five terms from the passage. Ask students questions to get them thinking about what they will write. What other challenges would passengers have faced? What emotions would they have felt as they traveled on the Underground Railroad? Remind students of the components of a diary entry the date, as well as a salutation such as "Dear Diary". Give students ample time to write their diary entries, walking around the room to ensure that students are on the right track. Provide a word box with key terms and visuals for the writing portion. Provide ELs with a phrase bank and more resources images, books or printed articles to help them write the diary entry. Challenge advanced students to write an additional diary entry using several of the words from a different point of view: It may be helpful for struggling students to have a list of the terms and definitions to use while writing their diary entries. Additionally, students who have trouble with writing could integrate three or fewer terms in their diary entry rather than all five. Provide a simple rubric for students to self or peer assess their diary entries. Allow students to work in pairs for the writing portion of the lesson. Review and closing 15 minutes Have each student share his diary entry with a partner. Would you rather be a passenger, conductor, or stockholder? What challenges would each of those people face? Take several student responses. Give students a sentence frame to help them in the discussion: I would rather be a Goldilocks and the Three Bears Guided Lessons are a sequence of interactive digital games, worksheets, and other activities that guide learners through different concepts and skills. They keep track of your progress and help you study smarter, step by step. Guided Lessons are digital games and exercises that keep track of your progress and help you study smarter, step by step. This guided lesson uses the story to teach the letters G, B and E in a focused and fun narrative format. Using a story kids most already know gives them a leg up on letter recognition and boosts reading confidence. This lesson includes printable activities: Download all 5 Story: Goldilocks and the Three Bears Game: B, E, G Game:

8: Underground Railroad in Ohio

The safe houses used as hiding places along the lines of the Underground Railroad were called stations. A lit lantern hung outside would identify these stations. A Dangerous Path to Freedom. Traveling along the Underground Railroad was a long a perilous journey for fugitive slaves to reach their freedom.

Visit Website Vigilance Committeesâ€”created to protect escaped slaves from bounty hunters in New York in and Philadelphia in â€”soon expanded their activities to guide slaves on the run. By the s, the term Underground Railroad was part of the American vernacular. In the deep South, the Fugitive Slave Act of made capturing escaped slaves a lucrative business, and there were fewer hiding places for them. Fugitive slaves were typically on their own until they got to certain points farther north. Hiding places included private homes, churches and schoolhouses. Others headed north through Pennsylvania and into New England or through Detroit on their way to Canada. The first act, passed in , allowed local governments to apprehend and extradite escaped slaves from within the borders of free states back to their point of origin, and to punish anyone helping the fugitives. Some Northern states tried to combat this with Personal Liberty Laws, which were struck down by the Supreme Court in . The Fugitive Slave Act of was designed to strengthen the previous law, which was felt by southern states to be inadequately enforced. This update created harsher penalties and set up a system of commissioners that promoted favoritism towards slave owners and led to some freed slaves being recaptured. For an escaped slave, the northern states were still considered a risk. Meanwhile, Canada offered blacks the freedom to live where they wanted, sit on juries, run for public office and more, and efforts at extradition had largely failed. Some Underground Railroad operators based themselves in Canada and worked to help the arriving fugitives settle in. Born a slave named Araminta Ross, she took the name Harriet Tubman was her married name when, in , she escaped a plantation in Maryland with two of her brothers. They returned a couple of weeks later, but Tubman left again on her own shortly after, making her way to Pennsylvania. Tubman later returned to the plantation on several occasions to rescue family members and others. On her third trip, she tried to rescue her husband, but he had remarried and refused to leave. Distraught, Tubman reported a vision of God, after which she joined the Underground Railroad and began guiding other escaped slaves to Maryland. Tubman regularly took groups of escapees to Canada, distrusting the United States to treat them well. Frederick Douglass Former slave and famed writer Frederick Douglass hid fugitives in his home in Rochester, New York, helping escaped slaves make their way to Canada. Former fugitive Reverend Jermain Loguen, who lived in neighboring Syracuse, helped 1, slaves go north. Robert Purvis, an escaped slave turned Philadelphia merchant, formed the Vigilance Committee there in . Former slave and railroad operator Josiah Henson created the Dawn Institute in in Ontario to help escaped slaves who made their way to Canada learn needed work skills. John Parker was a free black man in Ohio, a foundry owner who took a rowboat across the Ohio River to help fugitives cross. He was also known to make his way into Kentucky and enter plantations to help slaves escape. William Still was a prominent Philadelphia citizen who had been born to fugitive slave parents in New Jersey. Who Ran the Underground Railroad? Most Underground Railroad operators were ordinary people, farmers and business owners, as well as ministers. Some wealthy people were involved, such as Gerrit Smith, a millionaire who twice ran for president. In , Smith purchased an entire family of slaves from Kentucky and set them free. One of the earliest known people to help fugitive slaves was Levi Coffin, a Quaker from North Carolina. He started around when he was 15 years old. Coffin said that he learned their hiding places and sought them out to help them move along. Eventually, they began to find their way to him. Coffin later moved to Indiana and then Ohio, and continued to help escaped slaves wherever he lived. John Brown Abolitionist John Brown was a conductor on the Underground Railroad, during which time he established the League of Gileadites, devoted to helping fugitive slaves get to Canada. In he partnered with Vermont schoolteacher Delia Webster and was arrested for helping an escaped slave and her child. He was pardoned in , but was arrested again and spent another 12 years in jail. Charles Torrey was sent to prison for six years in Maryland for helping a slave family escape through Virginia. He operated out of Washington, D. Massachusetts sea captain Jonathan Walker was arrested in after

he was caught with a boatload of escaped slaves that he was trying to help get north. John Fairfield of Virginia rejected his slave-holding family to help rescue the left-behind families of slaves who made it north. He broke out of jail twice. He died in in Tennessee during a slave rebellion. In reality, its work moved aboveground as part of the Union effort against the Confederacy. Harriet Tubman once again played a significant part by leading intelligence operations and fulfilling a command role in Union Army operations to rescue the emancipated slaves. The Epic Story of the Underground Railroad. The Road To Freedom. Who Really Ran the Underground Railroad? The Perilous Lure of the Underground Railroad.

The Underground Railroad was the network used by enslaved black Americans to obtain their freedom in the 30 years before the Civil War (). The "railroad" used many routes from states in the South, which supported slavery, to "free" states in the North and Canada.

George Washington complained in that one of his runaway slaves was aided by "a society of Quakers, formed for such purposes. Their influence may have been part of the reason Pennsylvania, where many Quakers lived, was the first state to ban slavery. Two Quakers, Levi Coffin and his wife Catherine, are believed to have aided over 3, slaves to escape over a period of years. For this reason, Levi is sometimes called the president of the Underground Railroad. In keeping with that name for the system, homes and businesses that harbored runaways were known as "stations" or "depots" and were run by "stationmasters. Once the fugitives reached safe havens" or at least relatively safe ones" in the far northern areas of the United States, they would be given assistance finding lodging and work. Many went on to Canada, where they could not legally be retrieved by their owners. A trip on the Underground Railroad was fraught with danger. The slave or slaves had to make a getaway from their owners, usually by night. Conductors On The Railroad Sometimes a "conductor" pretending to be a slave would go to a plantation to guide the fugitives on their way. Among the best known "conductors" is Harriet Tubman, a former slave who returned to slave states 19 times and brought more than slaves to freedom" using her shotgun to threaten death to any who lost heart and wanted to turn back. Operators of the Underground Railroad faced their own dangers. If someone living in the North was convicted of helping fugitives to escape he or she could be fined hundreds or even thousands of dollars, a tremendous amount for the time; however, in areas where abolitionism was strong, the "secret" railroad operated quite openly. Myers became the most important leader of the Underground Railroad in the Albany area. In other eras of American history, the term "vigilance committee" often refers to citizens groups who took the law into their own hands, trying and lynching people accused of crimes, if no local authority existed or if they believed that authority was corrupt or insufficient. Being caught in a slave state while aiding runaways was much more dangerous than in the North; punishments included prison, whipping, or even hanging" assuming that the accused made it to court alive instead of perishing at the hands of an outraged mob. White men caught helping slaves to escape received harsher punishments than white women, but both could expect jail time at the very least. The harshest punishments" dozens of lashes with a whip, burning or hanging" were reserved for any blacks caught in the act of aiding fugitives. A damper was thrown, however, when Southern states began seceding in December , following the election of Abraham Lincoln to the presidency. Even some outspoken abolitionist newspaper cautioned against giving the remaining Southern states reason to secede. She escaped from her owner near Wheeling in the Virginia panhandle now the northern panhandle of West Virginia and made her way to Cleveland in far northern Ohio, where abolitionists helped her secure lodging and employment as a domestic servant. A Grand Jubilee in her honor was held in Cleveland on May 6, Black men and women, whether or not they had ever been slaves, were sometimes kidnapped in those states and hidden in homes, barns or other buildings until they could be taken into the South and sold as slaves. Arnold Gragston struggled against the current of the Ohio River and his own terror the first night he helped a slave escape to freedom. With a frightened young girl as his passenger, he rowed his boat toward a lighted house on the north side of the river. Gragston, a slave himself in Kentucky, understood all too well the risks he was running. But as the division between slave and free states hardened in the first half of the 19th century, abolitionists and their sympathizers developed a more methodical approach to assisting runaways. Above all else, the system depended on the courage and resourcefulness of African Americans who knew better than anyone the pain of slavery and the dangers involved in trying to escape. The elderly woman who lived there approached him with an extraordinary request: His master, a local Know-Nothing politician named Jack Tabb, alternated between benevolence and brutality in the treatment of his slaves. Gragston remembered that Tabb designated one slave to teach others how to read, write and do basic math. He used to beat us, sure; but not nearly so much as others did, some of his own kin people, even. But when the time came, Gragston resolved to proceed. A Presbyterian

minister, Rankin published an anti-slavery tract in and later founded the American Anti-Slavery Society. Rankin and his neighbors in Ripley provided shelter and safety for slaves fleeing bondage. After returning to Kentucky one night from a river crossing with 12 fugitives, he realized he had been discovered. The time had come for Gragston and his wife to make the journey themselves. The youngest of 18 children, Still was born in , moved to Philadelphia in the mids and went to work for the Pennsylvania Anti-Slavery Society as a mail clerk and janitor. Still was closely involved in the planning, coordinating and communicating required to keep the Underground Railroad active in the mid-Atlantic region. He became one of the most prominent African Americans involved in the long campaign to shelter and protect runaways. In *The Underground Rail Road*, a remarkable book published in , Still recounted the stories of escaped slaves whose experiences were characterized by courage, resourcefulness, pain at forced partings from family members and, above all, a desperate longing for freedom. For Still, aiding runaway slaves and helping to keep families intact was a deeply personal calling. Sydney and her family were returned to Maryland, but she escaped a second time to New Jersey. She changed her name to Charity to avoid detection and rejoined her husband, but their reunion was tarnished by the knowledge that she was forced to leave two boys behind. Her angry former owner promptly sold them to an Alabama slaveholder. William Still would eventually be united with one of his enslaved brothers, Peter, who escaped to freedom in the North—a miraculous event that after the war inspired William to compile his history, hoping it would promote similar reunions. The work of the Underground Railroad became the focal point of pro- and anti-slavery agitation after passage of the Fugitive Slave Act in . As the decade progressed, the Fugitive Slave Act gave the work of the Underground Railroad new urgency. Perhaps no one embodied the hunger for freedom more completely than John Henry Hill. After recovering from the shock of being told by his owner that he was to be sold at auction in Richmond, Hill arrived at the site of the public sale, where he mounted a desperate struggle to escape. Employing fists, feet and a knife, he turned away four or five would-be captors and bolted from the auction house. He hid from his baffled pursuers in the kitchen of a nearby merchant until he decided he wanted to go to Petersburg, Va. He stayed in Petersburg as long as he dared, leaving only when informed of a plot to capture him. Four days after departing Richmond on foot, he arrived in Norfolk and boarded ship more than nine months after escaping from the auction. But other matters preoccupied him. Still, I have been looking and looking for my friends for several days, but have not seen nor heard of them. I hope and trust in the Lord Almighty that all things are well with them. My dear sir I could feel so much better satisfied if I could hear from my wife. In another letter, Hill fretted about the fate of his uncle, Hezekiah, who went into hiding after his escape and ultimately fled to freedom after 13 months. Despite enormous difficulties, some families managed to escape to freedom intact. My master was wanting to keep me in the dark about taking them, for fear that something might happen. Upon learning of his planned departure for Mississippi, quick-thinking Jackson gathered her children and headed for Pennsylvania. From Pennsylvania, the family continued north into Canada. The 40 or so years Jackson had spent in slavery were at an end. Jackson and her interesting family of seven children arrived safe and in good health and spirits at my house in St. Davidson, however, was a different story. Davidson assumed control of the farm and the slaves, Hammond remembered and refused to complete the transaction Berry had arranged with her late husband. Hammond recalled that her father bribed the Anne Arundel sheriff for permits allowing him to travel to Baltimore with his wife and child. Davidson and one by the Anne Arundel sheriff, perhaps to protect himself from criticism for the role he played in aiding their escape in the first place. Coleman, who delivered merchandise to the towns between Baltimore and Hanover, Pa. Hammond attended school at a Quaker mission. When the war ended, her family returned to Baltimore. Hammond completed the seventh grade and, just like her mother, became a cook. Even as he mourned the loss of his son, Hill reflected on his contentment. Mitchell is the author of *Skirmisher*:

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