

974.90 R152 2002 c.2

New Jersey Underground
Railroad Project.

Report to the State
Legislature

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**New Jersey State Library
Department of Education
Trenton, New Jersey 08625**



THE NEW JERSEY UNDERGROUND RAILROAD PROJECT

REPORT TO THE STATE LEGISLATURE

*New Jersey Historical Commission
New Jersey Department of State,
Cultural Affairs*

February 2002

974.90
R152
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C2



State of New Jersey

DEPARTMENT OF STATE

TRENTON, NJ 08625

(609) 984-1900

JAMES E. MCGREEVEY
Governor

REGENA L. THOMAS
Secretary of State

New Jersey Historical Commission
PO Box 305
Trenton, New Jersey 08625-0305
(609) 292-6062
February 22, 2002

To the Members of the Legislature:

The Underground Railroad is an inspiring episode of interracial cooperation in New Jersey, and it is a story in which all citizens of our state can take pride. In accordance with PL 1999, c. 287, I am delighted to provide you with two documents – a report and guidebook – which concern this dramatic and stirring chapter in New Jersey history.

The report makes important recommendations about how this history can best be commemorated. Let me draw your attention to two recommendations in particular. The first is to undertake a feasibility study for establishing in Camden an Underground Railroad Center for the Delaware Valley area. The second is to enlarge the scope of the New Jersey Underground Railroad Project to include three closely related subjects: slavery, abolitionism, and the colonization movement.

I want to express my thanks to the Legislature for authorizing the New Jersey Underground Railroad Project. As the enabling legislation rightly stated, the Underground Railroad constituted “the most dramatic protest action against slavery in the history of New Jersey and the United States.”

Respectfully,

A handwritten signature in cursive script that reads "Marc Mappen".

Marc Mappen, Ph.D.
Executive Director

cc: Secretary of State Regena L. Thomas

INTRODUCTION

This report on the *New Jersey Underground Railroad Project* is submitted to the New Jersey State Legislature pursuant to P.L. 1999, c. 387, which appropriated \$74,500 to the New Jersey Historical Commission for the “study and identification” of the Underground Railroad in New Jersey. In accordance with section 3 of this bill, “the commission shall provide the Legislature with the project’s findings and recommendations for future actions including, but not necessarily limited to, the designation of historic sites, houses, and other buildings related to the Underground Railroad.” (For P.L. 1999, c. 387; see Appendix 1)

The Underground Railroad (UGRR) was a secret network of persons and places that helped runaway slaves from the South find freedom in the northern states and Canada. It came into being roughly around 1830 and ended with the outbreak of the Civil War. At certain times and in certain places the Underground Railroad was well organized. However, in other places and times it had a much looser structure and involved efforts, by both the fugitives and those who assisted them, that were spontaneous. The significance of the UGRR was twofold: (a) as a form of slave protest, it served as a telling refutation to the assertions of slaveholders and their apologists that slaves were simple, childlike creatures who were content with their bondage; and (b) it served as a constant source of friction and antagonism between the North and South (the South complained that northern states were aiding the loss of slaveowners’ property) and thereby helped precipitate the Civil War—the liberating event for American slaves.

At the present time the UGRR occupies a very interesting place in America’s historical consciousness. Because it is one of the few examples in American history of cooperation across the racial divide in the cause of social justice—perhaps the only one in the nineteenth century—it is by far the most popular black American history topic. Evidence for this abounds. For example, the National Underground Railroad Network to Freedom Center, a national museum facility located in Cincinnati, Ohio, is scheduled for completion in 2004. In 1998 the National Underground Railroad Network to Freedom Act was enacted, authorizing the National Park Service to assist programs and facilities nationwide that relate to the Underground Railroad. Also, Underground Railroad activities, programs, and projects are being carried out in many states, including Connecticut, Delaware, Kansas, Maryland, Michigan, New York, Ohio, and Pennsylvania. And, finally, numerous conferences on the Underground Railroad have been held, or are being planned, at national, state, and local levels.

The Underground Railroad is shrouded in myth and legend and has been subjected to more misrepresentation, distortion, and fabrication than any other black American history topic. While certainly the network comes into existence after the appearance of trains in the nation, the origin of the term “Underground Railroad” is unclear. There are various stories regarding its initial usage. Adding to the confusion, the word “underground” is often taken literally, conjuring up false impressions of subterranean tunnels and hiding places. But, the most basic and common misconception seems to pertain to the number of fugitives who fled north, what students of the UGRR have termed “the numbers game.” While estimates exceeding one hundred thousand have been made for UGRR runaways, recent scholarship suggests that a more reliable figure lies somewhere between thirty thousand and fifty thousand fugitives. Although the numbers may be smaller than sometimes imagined, it is clear that New Jersey played an important role in facilitating the flight to freedom by many who used the famed and legendary escape network.

**NEW JERSEY
UNDERGROUND RAILROAD
PROJECT
RECOMMENDATIONS**

Based on the research carried out under the *New Jersey Underground Railroad Project*, the following recommendations for future action are offered:

1. **That**, since New Jersey has an extremely significant UGRR heritage that requires additional research, the *New Jersey Underground Railroad Project* continue and enter a second phase. Other states with UGRR links are celebrating and preserving this aspect of their past, and since few of these states possess a more important UGRR heritage than ours, New Jersey should be in the forefront in preserving this particular aspect of the nation's past.
2. **That** the second phase of the *New Jersey Underground Railroad Project* have three components. The first component would involve the continued collection of New Jersey UGRR data and the subsequent analysis and interpretation of such data.
3. **That**, since the UGRR was a form of slave protest, the *New Jersey Underground Railroad Project's* second component involve researching the following related subjects: (a) slavery in New Jersey; (b) the abolitionist movement in New Jersey (abolitionism sought the end of slavery); and (c) the colonization movement in New Jersey (colonization sought the resettlement of freed slaves in Africa, the Caribbean, and Canada).
4. **That**, at the conclusion of the second phase, detailed recommendations be set forth indicating the most effective ways (e.g., publications; curriculum materials; exhibitions; documentaries; and tours) of disseminating to the general public and New Jersey school students information regarding the state's association with the Underground Railroad, slavery, abolitionism, and the colonization movement. These recommendations would serve as the basis for undertaking the project's third and final phase.
5. **That** the aforementioned detailed recommendations also include a list of properties that, owing to their significance regarding the Underground Railroad, slavery, abolitionism, and the colonization movement in New Jersey, should be designated "historic sites" and placed on the New Jersey Register of Historic Places and the National Register of Historic Places if not already on these registers.
6. **That** the *New Jersey Underground Railroad Project's* third component involve a feasibility study of establishing a New Jersey Underground Railroad Center in Camden, with, perhaps, satellites in other New Jersey UGRR communities (e.g., Jersey City, Phillipsburg, New Brunswick, Salem, Burlington), this study to be undertaken by a Feasibility Study Committee composed of ten individuals (see Appendix 11 for the committee's composition). Camden indeed has the capacity to serve as a UGRR center for the entire Delaware Valley area. It was a key link in the Philadelphia - New York City UGRR axis. Several important UGRR sites are in Camden and nearby communities. UGRR runaways coming to Camden were able to use the full range of antebellum period modes of movement (e.g., foot, boat, train, wagon, horseback, carriage, and stagecoach).
7. **That** the New Jersey Historical Commission receive for fiscal year 2003 an appropriation of \$100,000 from the New Jersey State Legislature with which to undertake the recommended second phase of the *New Jersey Underground Railroad Project*, this appropriation to be used for expenditures indicated in the attached budget (see Appendix 2).

**THE NEED TO CONTINUE
THE
NEW JERSEY
UNDERGROUND RAILROAD PROJECT**

There is a definite need to continue the *New Jersey Underground Railroad Project*. Continuing this project would allow the nature and operation of the Underground Railroad in New Jersey to be thoroughly researched and understood.

One specific area where additional research on New Jersey's UGRR is needed pertains to UGRR sites. There are, for example, claimed UGRR sites that require further investigation, including visits to such sites. There are also identified UGRR operatives whose residences have yet to be located.

It should also be noted that the additional research needed for the *New Jersey Underground Railroad Project* extends well beyond New Jersey itself. The operation of the UGRR in New Jersey is intrinsically linked to its operation in the neighboring states of Delaware, Pennsylvania, and New York. The *New Jersey Underground Railroad Project* must therefore examine to some extent the UGRR in these states.

Further justification for continuing the *New Jersey Underground Railroad Project* relates to the recommended expansion of the scope of the project to include a study of New Jersey slavery, New Jersey abolitionism, and the colonization movement in New Jersey. None of these subjects has been thoroughly investigated, yet they all relate to, and complement the study of, the state's UGRR. In justifying the continuation of the *New Jersey Underground Railroad Project* it is necessary to be mindful of the fortunate fact that the prospects for documenting the UGRR in New Jersey are in many respects greater than those found in some other states. The following opening statement from a recent study prepared by Dr. Peter P. Hinks on Connecticut's Underground Railroad reveals that Connecticut is one such state:

If I have learned nothing else from this investigation of Connecticut underground railroad sites, I have at least come to recognize that definitive substantiation of the credibility of any potential site in the state is essentially impossible to secure.*

One example of the strong evidence that exists regarding the UGRR in New Jersey is the case of Enoch Middleton, a UGRR operative whose home was in East Crosswicks Village (Hamilton Township, Mercer County). Various late 19th century sources, including books and newspaper articles, attest to Middleton's work.

*Peter P. Hinks, *A Review of Sites Associated with the Underground Railroad in Connecticut* (Connecticut Historical Commission and the Connecticut African American Freedom Trail, 2000).

**NEW JERSEY
UNDERGROUND RAILROAD
PROJECT
FINDINGS**

Major Findings

The *New Jersey Underground Railroad Project's* most important findings, relating to the routes, sites, operatives, and volume of traffic associated with the state's Underground Railroad, are as follows:

1. Twelve New Jersey UGRR routes have been identified, each originating in either Delaware or Pennsylvania and terminating in New York (see Appendix 3).
2. Claims have been made for 143 New Jersey communities being part of the Underground Railroad (see Appendix 4). Of this number, 65 communities can be reliably documented as having been part of New Jersey's UGRR (see Appendix 5). These communities are found in all but two New Jersey counties: Atlantic and Bergen.
3. Eighteen extant UGRR sites (e.g., houses, churches, inns) have been identified for New Jersey (see Appendix 6).
4. Fifty-eight New Jersey UGRR operatives have been identified, of whom twelve were black (see Appendix 7).
5. A very liberal estimate of the number of UGRR fugitives who entered New Jersey is fifteen thousand. This is based on the estimate of fifty thousand for the total number of UGRR participants nationwide, the assumption that half of these runaways used the eastern corridor, and the assumption that three-fifths of the eastern corridor participants entered New Jersey. Spread over a period of roughly three decades (1830 - 1861), the aforementioned estimate of fifteen thousand would amount to an average of about five hundred UGRR fugitives entering New Jersey each year. This annual average must be measured against the increased volume of UGRR traffic into New Jersey over time; more runaways entered the state in the 1850s than the 1830s.
6. New Jersey was an integral part of the eastern corridor of the Underground Railroad. This corridor mainly involved runaway slaves from such Atlantic coastline states as Georgia, South Carolina, North Carolina, Virginia, Maryland, and Delaware fleeing to such northern states as Pennsylvania, New York, Connecticut, and Massachusetts and, in many cases, eventually into Canada. (Runaways sometimes used such port cities as Savannah, Charleston, Norfolk, and Baltimore to head northward on boats.) The western corridor involved runaways from states such as Louisiana, Mississippi, Tennessee, Arkansas, Missouri, and Kentucky heading straight north to such states as Ohio, Indiana, Illinois, and Michigan. Many fugitives who used the western corridor also eventually reached Canada.

Additional Findings

The *New Jersey Underground Railroad Project* unearthed additional information as follows:

1. Because the Underground Railroad was conducted mostly in secrecy, it is often difficult to establish the occurrence of UGRR events chronologically. For example, neither the first nor the last UGRR route, community, or site can be determined.
2. Fugitives who traversed New Jersey generally moved in a northeasterly direction, entering the state mainly from Delaware and Pennsylvania and leaving the state for New York. An understanding of UGRR's operation in neighboring states is thus essential to understanding its operation in New Jersey.
3. A minority of UGRR fugitives who entered New Jersey remained in the state. They settled mainly in the southern part of the state, often in the region's all-black communities (e.g., Springtown, Lawnside, Timbuctoo). New Jersey is unique among northern states in having a relatively large number of such settlements. In these communities runaways could easily blend in with the existing population and could rely on community protection from slavehunters.
4. Fugitives did not always take the most direct route in traversing the state. There were many variant pathways. For example, unexpected danger or certain unforeseen circumstances might cause a runaway to avoid certain communities or stations along a given route. In counties where a number of UGRR communities were clustered together (e.g., Burlington County), the possibilities for variations in the routes taken and stations visited were enhanced.
5. Underground Railroad fugitives traveled through New Jersey using seven principal modes of movement: foot, stagecoach, wagon, carriage, horseback, train, and boat (see Appendix 8 for train routes and types of boats).
6. Two main transportation arteries were used in operating New Jersey's UGRR: roads and waterways (see Appendix 9 for identification of roads and waterways). While the Morris Canal, which began operating in 1831, has been linked to the Underground Railroad, there is no evidence to support this claim. The four days involved in traveling from the canal's start in Phillipsburg to its terminus in Jersey City, making it a slow mode of transportation, would seemingly have dissuaded runaway slaves from using the canal, especially after 1852 when one could travel by train (Central Railroad of New Jersey) from Phillipsburg to Elizabethport in five hours.
7. The two most celebrated national UGRR figures—Harriet Tubman and William Still—have important links to New Jersey. Tubman, called "the black Moses," guided more than three hundred fugitives from her native Eastern Shore of Maryland to freedom, sometimes as far north as Canada. She spent the summers between 1849 and 1852 working in Cape May hotels and very likely guided some of her runaways through New Jersey. William Still, a

native of Shamong (Burlington County), was the most important UGRR operative in Philadelphia, a major UGRR center, and a UGRR historian. In 1872 he published his classic *The Underground Railroad*, a record of those he assisted.

8. The oral tradition of local communities (stories about the Underground Railroad that have been handed down orally from one generation to another) is the most important source of documentation for New Jersey's Underground Railroad. In some instances written documentation corroborating the local community oral tradition has been unearthed.
9. An oral history interview conducted with the Reverend Thomas C. Oliver by Wilbur H. Siebert in Windsor, Ontario, in 1895 is the most important document regarding New Jersey's UGRR. Providing most of the information available regarding New Jersey UGRR routes and operatives, it is part of the Wilbur H. Siebert Papers at the Ohio Historical Society. Siebert, a history professor at Ohio State University, wrote the 1898 classic *The Underground Railroad: From Slavery to Freedom*, which identifies the New Jersey UGRR routes and operatives furnished by the Reverend Oliver.
10. The most referenced Underground Railroad site in New Jersey is the Enoch Middleton House in Hamilton (East Crosswicks), Mercer County. References to Middleton's UGRR activities occur as early as the late nineteenth century and continue into the early part of the twentieth century. Such references appear mainly in books and newspaper articles.
11. As probably the nation's only extant UGRR station that was owned and operated by an Afro-American and located in an all-black town, Lawnside (Camden County), the Peter Mott House is the state's most unique and precious UGRR site.
12. Burlington County leads New Jersey counties in the number of documented UGRR communities. This is attributable to its long Quaker-inspired abolitionist tradition, exemplified by the 18th century antislavery efforts of Mt. Holly's John Woolman, and its geographical location, which enabled it to receive fugitive slaves from Salem, Cumberland, Gloucester, and Camden Counties.
13. Notwithstanding New Jersey's serving as a crucial link in UGRR's eastern corridor, the state was also in various ways unfriendly territory to runaway slaves. For example, the state passed a law in 1826 that required fugitive slaves from other states to be returned to their owners. It never passed a personal liberty law (such laws were passed by various northern states to nullify enforcement of the Fugitive Slave Act of 1793 and the Fugitive Slave Act of 1850). In 1863 and 1864 legislation was passed in the general assembly (both times dying in the senate) that would have prohibited blacks—free or fugitive—from settling in the state; those blacks attempting settlement would have been shipped to Liberia or the West Indies.

**NEW JERSEY
UNDERGROUND RAILROAD
PROJECT
ACTIVITIES**

A number of activities have characterized the *New Jersey Underground Railroad Project* since its inception on July 1, 2000. They are as follows:

- **Hiring of the Project Coordinator**

After conducting a search for possible candidates for the position of Project Coordinator, Edward Lama Wonkeryor, Ph.D, a graduate of Temple University's African American Studies Program, was hired for this position in September 2000. Under the supervision of Giles R. Wright, Director of Afro-American History, New Jersey Historical Commission (NJHC), he has been engaged primarily in researching New Jersey's Underground Railroad. This work has mainly involved the activities listed below under the category "Underground Railroad Research."

- **Publicizing the Project**

Making the general public aware of the project's existence was accorded a high priority at the outset of the project. This was especially necessary given the fact that a great deal of the historical information on the Underground Railroad is in the possession of individuals in local communities throughout the state. Several lines of communication were employed to publicize the project. They were:

news releases sent to 500 newspapers throughout the state

interviews of project staff for articles slated to appear in newspapers and magazines

announcements sent to historical societies at the county level and municipal level

announcements sent to public libraries

presentations made at public programs involving historical groups and organizations

an article in the New Jersey Gazette, the joint newsletter of New Jersey Historic Trust, New Jersey State Archives, and New Jersey Historical Commission

- **Underground Railroad Research**

The major task of the project involved researching the operation of the Underground Railroad in New Jersey. Specifically, the project's research has sought to illuminate the routes, sites ("stations"), individuals ("conductors" and "station masters"), modes of transportation (e.g., foot, horseback, wagon, train, boat), and transportation arteries (e.g., roads, rivers, lakes, canals) associated with the operation of New Jersey's UGRR. The identification and examination of these will lead ultimately to addressing two fundamental questions: How did the Underground Railroad operate in New Jersey? What was New Jersey's significance in the overall operation of the Underground Railroad?

A number of activities were undertaken in carrying out the project's research. They included the following:

Reviewing Underground Railroad Literature (focusing on the UGRR nationally and in New Jersey)

This involved examining primary source documentation dating to the nineteenth century (e.g., oral history interviews) and secondary source documentation (e.g., books, articles/essays, and three video documentaries).

Analyzing Maps

State maps of New Jersey and maps of its counties dating to the period between 1830 and 1861 were examined to illuminate routes and transportation arteries associated with New Jersey's UGRR.

Conducting Oral History Interviews

Several oral history interviews were conducted of individuals having information about New Jersey's UGRR.

Visiting Ohio

A brief visit was made to Ohio in mid-November 2000. One purpose was to visit the Ohio Historical Society in Columbus to obtain copies of the material on New Jersey found in the papers of Wilbur H. Siebert, author of the 1898 classic study titled *The Underground Railroad: From Slavery to Freedom*. These materials constitute the most important primary source documentation of New Jersey's UGRR. Since Ohio has a very rich UGRR heritage (it has more UGRR sites and communities than any other state), a second purpose of the trip was to determine how Ohio is treating its UGRR heritage, as a way of determining how the UGRR should be approached in New Jersey. Pursuant to this objective, a trip was made to Ripley, Ohio, a village about fifty miles southeast of Cincinnati that features two nationally known UGRR sites: the John Rankin House and the John P. Parker House. The trip's final purpose was to visit the National Underground Railroad Network to Freedom Center in Cincinnati. This \$120,000,000 project, situated along Cincinnati's riverfront, will feature a complex of three buildings and serve as the federal government's main UGRR initiative. The Center was visited in order to determine the nature and scope of its work and how New Jersey might both benefit from and provide assistance to the Center's work.

Visiting New Jersey UGRR Sites

Visits were made to 26 places in New Jersey for which UGRR claims have been made. (See Appendix 10 for list of sites visited.) These visits were to aid in validating a site's association with UGRR.

Establishing Criteria for Determining Underground Railroad Sites

To determine the authenticity of a UGRR site, the following criteria were established:

1. **Age:**

Did the structure exist during the period of the Underground Railroad (1830—1861)?

2. **Location:**

- (a) Is the structure located in a documented Underground Railroad community?
- (b) Is the structure located along a documented Underground Railroad route, one that identifies communities preceding the site and communities runaways entered on leaving the site?

3. **Ownership:**

Was the owner of the structure an abolitionist?

4. **Written Documentation:**

- (a) Are there primary sources documenting the site (e.g., letters, diaries)?
- (b) Are there early (late nineteenth century and early twentieth century) secondary sources documenting the site (e.g., books, pamphlets, lectures/speeches)?

5. **Oral Documentation:**

Is there a local oral tradition pertaining to the site (e.g., community oral tradition/family oral tradition)?

- Analyzing data

Having collected considerable data, the project has now analyzed much of this information and used it to prepare a New Jersey UGRR guide and report to the state legislature that contains (a) recommendations for future action regarding the state's UGRR heritage and (b) the findings of the project. The remaining unanalyzed data should be examined as part of the recommended continuation of the project.

APPENDICES

Appendix 1

[First Reprint]

SENATE, No. 256

STATE OF NEW JERSEY

208th LEGISLATURE

PRE-FILED FOR INTRODUCTION IN THE 1998 SESSION

Sponsored by:

Senator DIANE ALLEN

District 7 (Burlington and Camden)

Senator DONALD T. DIFRANCESCO

District 22 (Middlesex, Morris, Somerset and Union)

Co-Sponsored by:

Senators Robertson, Kavanaugh, Inverso, Lipman, Turner, Bryant, Rice,

Baer, Assemblymen T.Smith, Asselta, Conaway, Conners,

Assemblywoman Watson Coleman and Assemblyman Gusciora

SYNOPSIS

Appropriates \$74,500 to NJ Historical Commission for study and identification of "Underground Railroad."

CURRENT VERSION OF TEXT

As reported by the Senate State Government, Banking and Financial Institutions Committee on March 5, 1998, with amendments.

1 **A SUPPLEMENT to "An Act making appropriations for the support of**
2 **the State Government and the several public purposes for the fiscal**
3 **year ending June 30, 1998 and regulating the disbursement**
4 **thereof," approved June 27, 1997 (P.L.1997, c.131).**
5

6 **BE IT ENACTED by the Senate and General Assembly of the State**
7 **of New Jersey:**
8

9 1. The Legislature finds and declares that the Underground
10 Railroad was the most dramatic protest action against slavery in the
11 history of New Jersey and the United States; and that the operation of
12 the Underground Railroad, which cut a path through the State of
13 New Jersey, began during the colonial period, later became part of
14 organized abolitionist activity in the nineteenth century, and reached
15 its peak in the thirty year period preceding the Civil War.

16 The Legislature further finds and declares that, before the Civil
17 War, more than 50,000 slaves were led to freedom by operators of the
18 Underground Railroad in New Jersey; that the Underground Railroad
19 rapidly expanded, with the assistance of the Quaker population in
20 southwestern New Jersey, and involved numerous sites and structures
21 and a vast network of paths and roads; and that the paths traversed
22 swamps, crossed mountains, and ran along and across rivers,
23 encompassing every route the enslaved took to reach freedom from
24 bondage.

25 The Legislature further finds and declares that the furtive movement
26 of slaves made it difficult to trace the stations of the Underground
27 Railroad; that without adequate preservation or interpretation, many
28 sites and structures involved in the Underground Railroad are in
29 danger of being lost, both physically and in the public consciousness;
30 and that while a tremendous amount of interest still exists in the heroic
31 struggle, there is little organized coordination and communication
32 among interested individuals and organizations.

33 The Legislature therefore determines that more should be done to
34 document the role New Jersey played in destroying the institution of
35 slavery through the State's participation in the Underground Railroad;
36 and that it is altogether fitting and proper for the State, through the
37 New Jersey Historical Commission, to engage in a study to identify
38 and preserve the Underground Railroad for the instruction of future
39 generations.

**EXPLANATION - Matter enclosed in bold-faced brackets [thus] in the above bill is not
enacted and intended to be omitted in the law.**

Matter underlined thus is new matter.

Matter enclosed in superscript numerals has been adopted as follows:

¹ Senate SGB committee amendments adopted March 5, 1998.

1 2. In addition to the amounts appropriated under P.L.1997, c.131, there
2 is appropriated out of the General Fund the following sum for the purpose
3 specified:

4 **DIRECT STATE SERVICES**
5 **74 DEPARTMENT OF STATE**
6 **30 Educational, Cultural and Intellectual Development**
7 **37 Cultural and Intellectual Development Services**

8
9 07-2540 Development of Historical Resources **'[\$54,000] \$74,500'**
10 Special Purpose:
11 New Jersey Underground Railroad
12 Designation Project..... **'[\$54,000](\$74,500)'**
13

14 3. Monies appropriated pursuant to section 2 of this act shall be used
15 by the New Jersey Historical Commission for a project to study the
16 history and identify the location of the Underground Railroad in New
17 Jersey. Within one year of the effective date of this act, the commission
18 shall provide the Legislature with a progress report on the project. No
19 later than February 1, **'[1999] 2000'**, the commission shall provide the
20 Legislature with the project's findings and recommendations for future
21 actions including, but not necessarily limited to, the designation of
22 historic sites, houses, and other buildings related to the Underground
23 Railroad. No later than August 1, **'[1999] 2000'**, the commission shall
24 prepare and publish, or provide for the publication of, a reference and
25 guidebook to the Underground Railroad in New Jersey, which shall
26 include the commission's research on the history of the Underground
27 Railroad and color photographs and locations of sites, houses, and other
28 buildings related to the Underground Railroad. The reference and
29 guidebook to the Underground Railroad in New Jersey shall be designed
30 to enable members of the public to locate and visit the sites, houses, and
31 other buildings related to the Underground Railroad in New Jersey. The
32 commission shall provide the State Library and every county library,
33 county college library, and community college library with a copy of the
34 reference and guidebook to the Underground Railroad in New Jersey.
35 The commission, in conjunction with the Division of Travel and Tourism
36 in the Department of Commerce and Economic Development, shall
37 promote the Underground Railroad as a major tourist attraction in New
38 Jersey and shall encourage tourists to visit the sites, houses, and other
39 buildings related to the Underground Railroad in New Jersey.

40
41 4. This act shall take effect immediately.

Appendix 2

BUDGET: Phase II

Project Coordinator	40,000
Researcher	35,000
Research travel	5,000
Research miscellaneous (telephone, postage, computer, photocopying, materials, and supplies)	5,000
Feasibility Study Committee (travel, committee members per diem, postage, telephone, photocopying, materials, and supplies)	15,000
	<hr/>
Total	\$100,000

Appendix 3

New Jersey Underground Railroad Routes (originating either in Delaware or Pennsylvania and leading into New York)*

1. ***Dover, Delaware:*** Greenwich (Springtown); Swedesboro; Evesham; Mt. Holly; Bordentown; Princeton; New Brunswick; Perth Amboy; ***New York City.***
2. ***Smyrna, Delaware:*** Greenwich (Springtown); Swedesboro; Evesham; Mt. Holly; Bordentown; Princeton; New Brunswick; Perth Amboy; ***New York City.***
3. ***St. Georges, Delaware:*** Salem; Woodbury; Evesham; Mt. Laurel; Bordentown; Crosswicks; Allentown; Imlaystown; Toms River; ***New York City.***
4. ***Philadelphia, Pennsylvania:*** Camden; Burlington; Bordentown; Crosswicks; Cranbury; New Brunswick; Perth Amboy; ***New York City.***
5. ***Bristol, Pennsylvania:*** Florence; Bordentown; Trenton; Princeton; New Brunswick; Perth Amboy; ***New York City.***
6. ***Morrisville, Pennsylvania:*** Trenton; Princeton; New Brunswick; Perth Amboy; ***New York City.***
7. ***Yardley, Pennsylvania:*** Trenton; Princeton; New Brunswick; Perth Amboy; ***New York City.***
8. ***New Hope, Pennsylvania:*** Lambertville; Hopewell; New Brunswick; Perth Amboy; ***New York City.***
9. ***Easton, Pennsylvania:*** Phillipsburg; Somerville; Elizabeth; Staten Island; ***New York City.***
10. ***East Stroudsburg, Pennsylvania:*** Dover; Rockaway; Boonton; Pompton Plains; Newfoundland; West Milford; Vernon; ***Warwick, New York.***
11. ***Dingsman Ferry, Pennsylvania:*** Sussex; Dover; Rockaway; Boonton; Stockholm; Vernon; ***Warwick, New York.***
12. ***Milford, Pennsylvania:*** Montague; ***Port Jervis, New York.***

*This is not a list of all communities on each route and it does not indicate variant routes that a runaway might have taken.

Appendix 4

Claimed Underground Railroad Communities

Atlantic County: Absecon; Atlantic City; Buena Vista; Egg Harbor; Pleasantville; Port Republic.

Bergen County: Carlstadt; Fair Lawn; Washington; Westwood.

Burlington County: Bordentown; Burlington City; Cookstown; Delanco; Edgewater Park; Evesham (Marlton); Fieldsboro; Lumbarton; Medford; Moorestown; Mt. Holly; Mt. Laurel; Westampton (Timbuctoo); Willingboro.

Camden County: Barrington; Blackwood; Camden; Cherry Hill; Gloucester (Davistown); Haddon; Haddonfield; Kresson; Lawnside; Pennsauken.

Cape May County: Cape May; Cape May Court House; Cape May Point; Cold Springs; Goshen; Swainton; Town Bank.

Cumberland County: Bridgeton; Fairfield (Gouldtown); Fairton; Greenwich (Springtown); Mauricetown; Millville; Port Elizabeth; Port Norris.

Essex County: Belleville; Bloomfield; Montclair; Newark.

Gloucester County: Glassboro; Mantua; Mickelton; Mullica Hill; Sewell; Swedesboro; Westville; Williamstown; Woodbury; Woolwich.

Hudson County: Bayonne; Hoboken; Jersey City.

Hunterdon County: Lambertville.

Mercer County: Hamilton; Hightstown; Hopewell; Pennington; Princeton; Rocky Hill; Trenton.

Middlesex County: Cranbury; Edison; Metuchen; New Brunswick; Perth Amboy; South Amboy.

Monmouth County: Allentown; Asbury Park; Fair Haven; Freehold; Hazlet; Highlands; Holmdel; Imlaystown; Leonardo; Marlboro; Matawan; Middletown; Millstone; Shrewsbury; Tinton Falls; Upper Freehold.

Morris County: Bedminster; Boonton; Boonton Township; Chatham; Chester; Convent Station; Dover; Florham Park; Madison; Mendham; Montville (Pinebrook); Morristown; Mountain Lakes; Parsippany; Pompton Plains; Randolph; Rockaway; Troy Hills.

Ocean County: Barnegat; Lakewood; Ocean City; Toms River; Tuckerton; Waretown.

Passaic County: Newfoundland; Paterson; West Milford (Charlotteburg).

Salem County: Malaga; Mannington (Marshalltown/Claysville); Pilesgrove (Yorketown); Salem; Woodstown.

Somerset County: Bernards Township; Mt. Bethel; Somerville; Watchung.

Sussex County: Montague; Stockholm; Vernon (Canisteer).

Union County: Clark; Elizabeth; Rahway.

Warren County: Alpha; Phillipsburg; Pohatcong; Warren Glen.

Appendix 5

Documented New Jersey Underground Railroad Communities

Burlington County: Bordentown; Burlington City; Evesham; Medford; Moorestown; Mt. Holly; Mt. Laurel; Westampton (Timbuctoo).

Camden County: Camden; Cherry Hill; Haddonfield; Lawnside (Snow Hill).

Cape May County: Cape May.

Cumberland County: Greenwich (Springtown); Mauricetown; Port Elizabeth; Port Norris.

Essex County: Newark.

Gloucester County: Mickleton; Mullica Hill; Swedesboro; Woodbury; Woolwich.

Hudson County: Hoboken; Jersey City.

Hunterdon County: Lambertville.

Mercer County: Hamilton (East Crosswicks Village); Hightstown; Hopewell; Pennington; Princeton; Trenton.

Middlesex County: Cranbury; Edison; Metuchen; New Brunswick; Perth Amboy; South Amboy.

Monmouth County: Allentown; Imlaystown; Upper Freehold.

Morris County: Boonton; Boonton Township; Dover; Pompton Plains; Rockaway.

Ocean County: Toms River.

Passaic County: Newfoundland; West Milford Township (Charlotteburg).

Salem County: Mannington (Marshalltown); Salem; Woodstown.

Somerset County: Somerville; Bernards Township; Mt. Bethel; Watchung.

Sussex County: Montague; Stockholm; Vernon Township (Canistear).

Union County: Clark; Elizabeth; Rahway.

Warren County: Phillipsburg; Pohatcong; Warren Glen.

Appendix 6

Extant Underground Railroad Sites

Burlington County

Elisha Barcklow House
274 West Main Street
Moorestown

Dr. George Haines House
33 North Main Street
Medford

Burlington Pharmacy
301 High Street
Burlington

Camden County

Edgewater (at Croft Farm)
Barton Mill and Evans Mill Road
Cherry Hill

Macedonia AME Church
265 Spruce Street
Camden

Peter Mott House
26 Kings Court
Lawnside

Cumberland County

Bethel AME Church
1092 Sheppards Mill Road
Greenwich (Springtown)

Gloucester County

Mt. Zion AME Church
172 Garwin Road
Woolwich

Hudson County

Holden House
79 Clifton Place
Jersey City

Mercer County

Enoch Middleton House
2 Old York Road
Hamilton Township

Middlesex County

Cranbury Inn
21 South Main Street
Cranbury

Monmouth County

George Middleton House
35 South Main Street
Allentown

Aaron Robbins House
114 South Main Street
Allentown

Morris County

Dr. John Grimes Office
927 Main Street
Boonton

Powerville Hotel
21 North Main Street
Boonton Township

Salem County

Goodwin Sisters' House
47 Market Street
Salem

Warren County

Eagle Hotel
Corner of Stockton and Chambers Streets
Phillipsburg

Springtown Stagecoach Inn
Route 519 South
Pohatcong

Appendix 7

New Jersey Underground Railroad Operatives

Burlington County: William J. Allinson; Dr. Andrew Budd; John Coleman;* Robert Evans; Thomas Evans; Dr. George Haines; Samuel Stevens.*

Camden County: Peter Mott;* Thomas Evans; Josiah B. Evans; Rev. Thomas C. Oliver.*

Cumberland County: Leven Bond;* Ezekial Cooper;* Nathaniel Murray;* J. R. Sheppard; Thomas B. Sheppard; Alges Stanford;* Julia Stanford.*

Essex County: Rev. Charles Beecher.

Gloucester County: William Douden; Pompey Lewis;* Jubilee Sharpe.*

Hudson County: John Everett; Col. David L. Holden; Dr. Henry Holt; Alexander MacLean; Dr. James Mott; Peter James Phillips; Arthur Tappan; Lewis Tappan; Daniel Van Winkle.

Mercer County: Elias Conove; J. J. Earl; Enoch Middleton; Benjamin Rush Plumy; Elisha Reeves.

Middlesex County: Jonathan Freedlyn; Adam Sickler; Cornelius Cornell; Sarah Moore Grimke; Angelina Grimke Weld; Theodore Weld.

Morris County: William Coates; George Ely; James Grimes; Dr. John Grimes; John Hill; Charles Hopkins; Nathan Hopkins; William G. Lathrop; Charles B. Norris; Frederick Stone; Thomas C. Willis; Philip Wooton.

Salem County: Abigail Goodwin; John Mason.*

Union County: Joseph Garrison.

County Unknown: William Reeve

*Denotes Afro-American operative

Appendix 8

Modes of Transportation/Carriers

Boats

- Skiffs—from Delaware across Delaware Bay to Cape May and communities in Salem and Cumberland Counties.
- Ferries—crossing the Delaware River from Philadelphia to Camden; crossing the Delaware River from Easton to Phillipsburg; crossing the Hudson River from Jersey City and Hoboken to New York City; crossing the Raritan Bay from Perth Amboy/South Amboy and up the Hudson River to New York City.
- Steam boats—going from Camden to New York City around the southern tip of Cape May; going from New Brunswick to New York City via the Raritan River, Raritan Bay, and Hudson River.
- Coal barges—going up the Hudson River from Jersey City/Hoboken to upstate New York.
- Sailboats (sloops/schooners)—going up the Hudson River from Jersey City/Hoboken.

Trains

Camden & Amboy Railroad: Beginning in 1834, it ran from Camden to South Amboy via Jamesburg; starting in 1839 it ran from Camden to Jersey City via New Brunswick.

Central Railroad of New Jersey: Beginning in 1852, it ran from Phillipsburg to Elizabethport via Somerville and Plainfield.

Stagecoaches

Wagons

Carriages

Horseback

Appendix 9

Arteries

Roads

Kings Highway (road from Salem to Elizabeth)
Burlington Pike (road from Camden to Bordentown)
Belleville Pike (road from Newark to Jersey City)

Water Ways

Oceans

Atlantic

Rivers

Delaware
Raritan
Hudson

Appendix 10

Extant Claimed Underground Railroad Sites Visited

Burlington County

Ashurst Mansion
Ashurst Land and Garden Street
Mt. Holly

Elisha Barcklow House
274 West Main Street
Moorestown

Burlington Pharmacy
301 High Street
Burlington

D.B. Cole House
Creek Road
Lumbarton

Issac Evans/Thomas Evans House
875 East Tuckerton Road
Evesham

Fletcher Mansion
Vine and Cedar Streets
Delanco

Dr. George Haines House
33 North Main Street
Medford

Jacob's Chapel AME Church
318 Elbo Lane
Mt. Laurel

Tallman House
Centerton Road
Moorestown

Camden County

Edgewater (at Croft Farm)
Bortons Mill Road off Brace Road
Cherry Hill

Macedonia AME Church
265 Spruce Street
Camden

Peter Mott House
26 Kings Court
Lawnside

Mt. Pisgah AME Church
Moudly and Warwick Roads
Lawnside

Cumberland County

Bethel AME Church
1092 Sheppards Mill Road
Greenwich (Springtown)

Gloucester County

Mt. Zion AME Church
172 Garwin Road
Woolwich

Hudson County

Holden House
79 Clifton Place
Jersey City

Mercer County

Enoch Middleton House
2 Old York Road
Hamilton Township

Witherspoon Street Presbyterian
Church
124 Witherspoon Street
Princeton

Middlesex County

Cranbury Inn
21 South Main Street
Cranbury

Monmouth County

George Middleton House
35 South Main Hill Street
Allentown

Aaron Robbins House
114 South Main Street
Allentown

Morris County

Dr. John Grimes Office
927 Main Street
Boonton

Powerville Hotel
21 N. Main Street
Boonton Township

Salem County

Goodwin Sisters' House
47 Market Street
Salem

Warren County

Springtown Stagecoach Inn
Route 519 South
Pohatcong

Eagle Hotel
Corner of Stockton and
Chambers Streets
Philippsburg

Appendix 11

Feasibility Study Committee (10 members)

Two members of the Senate (Republican and Democrat)

Two members of the General Assembly (Republican and Democrat)

Six public members

Appendix 12

Select Bibliography

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This collection of writings by Morris County residents about the Civil War includes an account of the Underground Railroad's operation in the Dover-Boonton area; written by Charles F. Hopkins, a survivor of the Confederate prison at Andersonville, Georgia, it appeared in the 1910 publication *Boonton: Gem of the Mountain*. Hopkins's father was a UGRR operative.

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Switala, William J. *Underground Railroad in Pennsylvania*. Mechanicsburg, PA: Stackpole Books, 2001.

An examination of the Underground Railroad in Pennsylvania that identifies the connection between Pennsylvania's UGRR "Eastern Route" network and the UGRR in New Jersey.

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