

THE "UNION PACIFIC" RAILROAD
IN
WISCONSIN.

Materials Collected by
Professor Wilbur N. Siebert,
Ohio State University,
Columbus.

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[WISCONSIN, KENOSHA COUNTY]

Racine, Wis. Apr. 21, 1893.

Wilbur H. Siebert Esq.
299 South Front St.,
Columbus, Ohio.

Dear Sir:-

Your letter of March 21, '93 was received by me and contents noted. Being taken up with other matters I laid your letter aside for future reference. Having a little spare time at present, I thought to attend to it at once.

As I am but a young man, anything that I have learned has been through other parties. In answer to the questions I will simply state the questions by giving the numbers instead of writing the questions once again.

1- Answer- The route came to Racine by way of Southport (now Kenosha) which is ten miles south of here (that is residence or depot) I can not settle definitely. Racine was the northern-most station in Wisconsin. They were held here until a vessel arrived which was bound for Michigan. Then taken by vessels across

the lake (Michigan). If no vessel happened to be here they were taken to Milwaukee and placed aboard some vessel there for the same destination. From the best information, I am inclined to believe that the station was located just north of the City of Racine at the same mill where Glover was captured later on.

II- Answer- The period of activity of the road was from 1854 to 1861.

III- Answer- The system used was as follows-- The persons keeping the Station South of here notified a certain merchant here that they had a "victim" and would leave for Racine at a given time. This merchant immediately went to other members of the Society and informed them that another assessment had to be levied to defray the expenses of another "victim" who was expected. After the money had been collected a member was sent to meet the "victim" and he was brought to the Station by a circuitous route where he was held until the arrival of a vessel. He was then taken aboard in the evening and the vessel generally left before day break.

IV--Answer--The Society kept things so secret that even the sheriff and U.S. Marshal were not aware until after the war that a Station was located here. An idea of the secrecy may be gained from the fact that Glover who was supposed to have been killed after his escape from the Milwaukee prison (through the assistance of the mob which went from Racine to rescue him) was afterwards stored in the barn of a minister three days on the West side in the City with the knowledge of the members of the Society. I have information from persons now living indicating that Glover was taken from Milwaukee to Waukesha and then to Racine, and then sent across the lake. The residence of this minister was at the corner of Liberty and LaSalle Sts.

V--Answer-- I had no connection with it whatever.

VI--Answer-- I know of none who know anything of their own knowledge, unless it be the present Chief Justice of the Supreme Court of this state, W. F. Lyon, now of Madison.

VII-- Answer-- I do not desire to have my name appear in connection with anything for the reason that the investigation I have been making has been only to assist in clearing up some of the mysteries connected therewith. I will endeavor to give you information of a more valuable character at some future time. Hoping you will pardon my not being more brief.

I remain,

Most respectfully,
Maximilian W. Heck.

[Wisconsin, Racine County]

~~From~~ THE RACINE TIMES.

Racine Evening Times: Tuesday,

April 7, 1896.

Racine, Wisconsin, Tuesday,

April 7, 1896.

The Underground Railroad

How Indignant Racine People Once Acted as Jail Deliverers

To The Editor- The Ohio State University is getting out a history of the underground railroad and I have been called on for such information as I can give them.

In about 1845 I first heard of the underground railroad. The most popular road was up the Illinois canal to Chicago, thence along the west shore of Lake Michigan, around the Straits of Mackinaw, and ending at Sarnia, Canada. Many a poor dorky was furnished with free passes over the road.

Racine was one of the important stations, and I was one of the station agents. The pay was all out and no income. The fugitive slave law created this road, and it ought to go into history. The law was passed in 1850.

The first test we had to contend with here, was the Glover rescue that took place in 1854, when some of our citizens arrested a fugitive slave named Glover and put him in jail at Milwaukee.

The next day about 100 of Racine's good strong men took the steamer Pacific at the pier of Murphy and Dutton, and went to Milwaukee, where they found Sherman M. Booth riding a white horse up and down the streets crying, "Freemen to the Rescue."

The Racine boys led the storming of the jail. They took a big long timber and battered down the jail door, and rescued Glover, who was the slave of one Garland. For the result of this rescue I refer you to the Third Wisconsin reports, pages 14 to 197.

Col. Utley was marshal of the city at the time and was a strong advocate for the slave. We had but few abolitionists in those days, some whigs and the rest all democrats, but not all "nigger" catchers. Dr. Secor, brother of our Friend Ladd, was a fearless advocate of the slave. A.D. Smith was chief justice of the supreme court at the time, and he was determined that the court should never declare the fugitive slave law constitutional and he succeeded in denouncing the law.

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[Wisconsin, Racine County]

Racine, Wis., April. 7th 1896

W. H. Siebert Dr Sir

Your letter of 4th is at hand & I Will do the best I Can for you But mind you-you Must Cough What You Say from Me in proper Language-for the Robins had nests in the old log School house where I attended- I Will send you My Photograph

Your Map Came and I Will have it put in frame When you get out your history Send me one and in return Will try and find a Market for Some of your Books.

(1) Ans: the fugitives came from Southern States. Any Way they could Most Speedily get into Canada the majority of them that Came here Went up the ^{Miss} ~~Miss~~ River to points such as Dubuque, Lacrosse, or St Paul, Strike for the Lake and then get Secluded on Steamer to Port Huron going to Sarnia, Mich - if the Boat did not touch at Sarnia they Would cross over on ferry the most of our Passengers came up the ^{Miss} ~~Miss~~ River in Season of navigation and to avoid being Discovered they Would hood it as they called it Along this Shore to Southpool, Racine or Milwaukee- They Would be told by Some Darkey who to go to for Passage

and little cash-of course we were all know Nothings
 Could not recollect of having ^(sic) Seen any such
 Darkies at all- We could get free pass on any of
 Gen^(and) Needs Boats they ran to ^{my} dock - Madison
 Niagara ^(sic) Saltana, Missouri, KeyStone State, and
 others Capt^(sic) Steel of Propeller Galena Was our friend
 in fact We Was Bolden refused a Passage for a fugitive
 Many Went from Chicago on Boats & Many Went by Niche On
 R R to Detroit & there Crossed over to Windsor few
 Darkies along the Route⁽¹⁾ I presume Directed them from
 Southern States- Ill⁽²⁾ had lots of Abolitionists at
 Racine Geo S Wright, D. D. Pack, W H Waterman- W. L
 Sitley- Dr. Secor J. O. Bartlett, Charley Bunce,
 A. F. Mutton, With Others Was at All times ready to help
 (2) and I usually circulated the call for little cash
 and it came fr and Sometimes We had Geo Barrows fire
 the canoe When the Boat left With Cuffey - Nearly
 Every one of our old party are gone to the other shore
 where I shall soon meet them
 (2) they came thro Nearly All of the towns in South Ills
 (3) Yes We put them onto the Boats at Racine & many a
 time onto Sail Vessels & the Master Would lower his Boat
 and land them on the Canada Shore- We preferred to ask
 Whig Masters Rather than Pro Slavery Democrats Capt
 Applebug of the Sultana and Capt Kilsey of the Chesapeake^(A)
 Was among our best Boats

- (4) has been and All but Religion as to that they
Were Called Worlds People
- (5) from about 1845 Brick trade after 1880 until the
War & then When Darkey got into free State did not care
to go to Canada
- (6) can give no correct estimate But Will assure you
that more than 100 Went from Marine Sometimes Work ^{led} their
Passage (Photograph)
- (7) the Photograph I Set for today & in few days Will
Send it to you

I Send you a clipping from one of our papers they
are after me for more facts If I give them more Will
Send you the clippings

If I Can give You anything further let me know you
can Step into law office & call for ^{the} ~~the~~ ^{Supreme} Court
Reports & on Page 7 commence You Will find about 200 pages
of the Glover Rescue Case the clipping Will aid you in
finding it

Write me at any time

I am Yours Truly

A. F. Dutton

[Wisconsin - Racine County]



A. P. Dutton,
An Underground Agent
of Racine, Wisconsin.

[Wisconsin, Racine County].

Racine, Wis., Apr 1st 1896

Dear Sir

Yes I recollect the underground Rail Road- Racine Was a Station- I was one of the agents And helped Start Many a poor darkey for Canada Wisconsin was Democratic at that time- We had a few Abolitionist[s] And some Whigs- But the Pro Slavery party Was the Power- We would not obey the fugitive Slave Law & instead of doing so- We sent the Darkies on their way Rejoicing- Many a Dollar did I shell out to Send them along You Should Write our Wis. Atty General Or Some one and get a History of the Glover Case- And his Rescue when the People broke open the jail at Milwaukee and liberated him. The Case Went to Our Supreme Court and Was pronounced unconstitutional The Court refused to Send the Case to the U S Supreme Court But in Some Way the records Was gotten Was entered and the Case heard. and the law was Sustained I Was Witness in the case.- over 100 from here took Steamer from Wisc. dock Went to Milwaukee and smashed in the jail Door and Rescued the Darkies- A party went 3 miles north of here and arrested the slave by knocking him down without a work- a rope was gotten to hang the King leader But he escaped.

I was born at Natividad Y 1882 - Came to Mexico
and resided here since - live in house now that I
built forty eight years ago - have been spared one
of the best Wives and Mother that ever lived - We
have 5 grown up sons and 3 Daughters - All White -
Haven't we done nicely (1)

Was in forwarding and grain business from 1898 for
Over 30 years and know nearly Every Commercial Man between
S F and Miss. River

Have raised some of the finest Horses - Steppers)
That goes onto the track

If you want anything further from me - Just indicate
and I will write you Sincerely In haste

A. P.utton

[Wisconsin: Glover case]
[Clare Co]
THE STATE HISTORICAL SOCIETY
of
WISCONSIN Madison.

Reuben Thwaites-
Secretary
Isaac Bradley
Librarian

[Dictated.]

March 15, 1893.

Mr. W. H. Slebert,
Columbus, Ohio.

Dear Sir:---I have yours of the 13th, in re
Underground Railroad. I beg to refer you
for detailed reminiscences, to the following
gentlemen:

Mr. Max W. Heck, Racine, Wis.

Col. John G. McKinn, Madison, Wis.

* Hon. Samuel D. Hastings, * *

Hon. John B. Winslow, * *

In my "Story of Wisconsin" (Boston. D. Lothrop
Co., 1890--- Story of the States series),
pp. 247-254, you will find some account of the
celebrated Glover case. I send you by this mail,
also, Mr. Davidson's sketch of "Negro Slavery in
Wisconsin," which may be useful.

If I can be of further service to you, command me.
Very truly yours,
Reuben S. Thwaites.