

*The Underground Railroad in Michigan*, by Carol E. Mull. Jefferson, NC: McFarland & Co., 2010. vii, 215 pp. Illustrations, glossary, maps, appendixes, notes, bibliography, index. \$55.00 cloth.

Reviewer Galin Berrier is adjunct instructor of history at Des Moines Area Community College. He is the author of "The Underground Railroad in Iowa" in *Outside In: African-American History in Iowa, 1838–2000* (2001).

Carol E. Mull's study of the Underground Railroad in Michigan begins with the premise that, although the state "played a vital role in the national effort to end slavery . . . one is likely to find only a brief nod to Michigan in recent publications" (1–2). She seeks to demonstrate that, thanks in part to Michigan's unique geographical position at the doorstep to Canada, abolitionists there played a major role in the national effort to end slavery.

Mull divides her book into two parts. The ten chapters in part one deal with the years from first settlement to 1850; the six chapters in part two focus on events from the passage of the Fugitive Slave Act of 1850 until the onset of the Civil War. Each chapter begins with a brief vignette describing a particular escape of one or more freedom seekers, followed by a more extended discussion placing that event in the larger context of events both in Michigan and in the nation at large.

Mull employs not only such classic sources as Wilbur Siebert's *The Underground Railroad from Slavery to Freedom* (1898) and memoirs of such well-known figures as Henry Bibb, Levi Coffin, Laura Haviland, and Josiah Henson, but also the papers of such individuals as Guy Beckley or Erastus Hussey who are not well known outside of Michigan. Her use of sources from county and local libraries and historical societies in Michigan is especially thorough.

Among the generalizations Mull offers in her conclusion is the observation that "all the Underground Railroad networks investigated in Michigan were interracial" and "run by a combination of every religious and racial group" (164). As in Iowa, Quakers played a major role, but unlike Iowa, where Congregationalists were at least as important, in Michigan it was the Wesleyan Methodists who managed many of the Underground Railroad connections.

One important location on the Underground Railroad in Michigan was Cass County in the southwestern corner of the state. By the early 1840s two major routes joined there: the so-called "Quaker Line" north from the Ohio River through Quaker settlements in Indiana; and the "Illinois Line" east from the Mississippi River. The latter likely would have been traveled by many of the freedom seekers who crossed Iowa.

One of the agents in Cass County was Quaker Zachariah Shugart, one of the very few who recorded in his account book the first names

of freedom seekers he aided. According to Mull, in 1853 Shugart and his wife, Susanna, "traveled further west to Farma [*sic*] County, Iowa" (63). She means *Tama* County; Zachariah Shugart died in 1881 and is buried in the Irving cemetery four miles north of Belle Plaine. There is no known evidence that he engaged in Underground Railroad activities after relocating to Iowa.

In one other reference to Iowa, Mull briefly describes John Brown and his men "escorting eleven fugitives" (actually twelve, after a baby christened "John Brown Daniels" was born while the party was in Kansas) in February 1859. She writes that "the Quakers in Tabor, Iowa, did not offer the welcome Brown expected and instead censured him for his use of violence. Brown's men passed through other towns and were hailed as heroes in Grinnell" (155). The incorrect identification of the Tabor Congregationalists as "Quakers" likely comes from David Reynolds's *John Brown, Abolitionist* (2005), who makes the same mistake, and whom she cites.

Although Mull's chronological organization seems logical, there are instances when a more topical organization might give readers a better sense of how the various Underground Railroad stations and conductors interacted with each other. Also, more local maps would be helpful to readers in other parts of the country not familiar with Michigan's local geography. But Carol Mull has produced a remarkably readable book, and she has performed a useful service in collecting for the first time a fairly complete narrative of the Underground Railroad in Michigan in a single accessible volume. It should be a useful resource for many years to come.

*Profiles of Valor: Iowa's Medal of Honor Recipients of the Civil War*, by Dennis H. Black. Des Moines: State Historical Society of Iowa, 2010. 475 pp. Illustrations, maps, notes. \$44.95 cloth, \$29.95 paper.

Reviewer Kenneth L. Lyftogt is a lecturer in history at the University of Northern Iowa. He is the author of several books on Iowa and the Civil War, including *Iowa's Forgotten General: Matthew Mark Trumbull and the Civil War* (2005).

*Profiles of Valor*, by Dennis H. Black of Newton, a member of the Iowa Senate, is a good example of history done as a labor of love and respect, a self-assigned task by someone truly interested in the subject. Black's interest in the Civil War comes from a familial connection: both of his great-great-grandfathers served in the war. His chief interest is in the "acts of extreme valor" for which soldiers were awarded the Medal of Honor. Black has personally met with many living recipients of our