

## Chapter 3.0 Intrinsic Resource Assessment

The following Intrinsic Resource Assessment chapter outlines the intrinsic resources found along the corridor. The National Scenic Byway Program defines an intrinsic resource as the cultural, historical, archeological, recreational, natural or scenic qualities or values along a roadway that are necessary for designation as a Scenic Byway. Intrinsic resources are features considered significant, exceptional and distinctive by a community and are recognized and expressed by that community in its comprehensive plan to be of local, regional, statewide or national significance and worthy of preservation and management (60 FR 26759). Nationally significant resources are those that tend to draw travelers or visitors from regions throughout the United States.

### National Scenic Byway CMP Point #2

An assessment of the intrinsic qualities and their context (the areas surrounding the intrinsic resources).

The Harriet Tubman Underground Railroad Byway offers travelers a significant amount of Historical and Cultural resources; therefore, this CMP is focused mainly on these resource categories. The additional resource categories are not ignored in this CMP; they are however, not at the same level of significance or concentration along the corridor as the Historical and Cultural resources.

The resources represented in the following chapter provide direct relationships to the corridor story and are therefore presented in this chapter. A map of the entire corridor with all of the intrinsic resources displayed can be found on Figure 6. Figures 7 through 10 provide detailed maps of the four (4) corridors segments, with the intrinsic resources highlighted.

This Intrinsic Resource Assessment is organized in a manner that presents the **Primary** (or most significant resources) first, followed by the **Secondary** resources. Most of the Primary resources were also addressed and documented in earlier corridor research, and many references to this earlier research will be included, including a categorization format that uses a Primary Resource Category (described later). Secondary resources will then be discussed and defined. Secondary resources are important attractors and destinations for the Scenic Byway corridor, though they may not directly reflect the corridor story. The Secondary resources are defined and referenced in a similar manner as the Primary resources with the exception of the Primary Resource categorization.



American Flag in New Castle, DE  
Source: Andy Nicol

The Primary resources will be coded in the following **Primary Resource Categories**:

### **Underground Railroad Sites (U)**

*These sites have verified association between individuals, events, and places with the network of people who assisted fugitive enslaved people in their escape to freedom. In addition, these sites are locations that people fled from.*

### **Cultural Context Sites (C)**

*Connotes a site or area that is related to broad themes of the Underground Railroad historic context, such as the growth of free black communities and churches, abolitionist Quaker families and meeting houses, slavery, African Americans in the Civil War and others.*

### **Commemorative/Interpretive Sites (I)**

*Sites that commemorate specific Underground Railroad events or interpret the general history of the Underground Railroad, including museums and historical markers.*

### **Evocative Landscape Site (E)**

*Connotes a site or area that visually evokes the general undisturbed historic landscape of this part of Delaware providing the traveler with an experience as removed as possible from contemporary intrusion.*

### Network to Freedom Sites

The Network to Freedom was established in 1998 by the United States Congress to tell the story of the resistance against the institution of slavery in the United States through escape and flight. The Harriet Tubman Underground Railroad Byway is an important chapter in that story. By defining the Underground Railroad as resistance to enslavement, the Network to Freedom Program focuses attention on the freedom seekers themselves. Common associations with the Underground Railroad include places of enslavement from which escapes occurred, water or overland routes, natural areas such as swamps or caves that were used as hiding places, churches with congregations active in the Underground Railroad (even if they were not used as safe houses), the location of legal challenges to the Fugitive Slave Acts, maroon communities, destination settlements and even locations where the kidnapping of freedom seekers occurred. The definition is intended to be fluid to incorporate and encourage new and original investigations, interpretations, and commemorative activities around the country.

The types of sites or elements eligible for inclusion on the Network to Freedom are the same as on the National Register of Historic Places, namely buildings, objects, districts (neighborhoods), landscapes or natural features, or archeological sites. To be nominated to the Network of Freedom any element must have an association to the Underground Railroad that has been verified using professional methods of historical research, documentation, and interpretation.



Delaware has the following sites on the Underground Network to Freedom, all of which are located along the HTURB corridor:

1. Appoquinimink Friends Meeting House and Cemetery (Intrinsic Resource #27)
2. Camden Friends Meeting House (Intrinsic Resource #8)
3. Corbit-Sharp House (Intrinsic Resource #28)
4. Delaware Public Archives (Intrinsic Resource #20)
5. Delaware State House (Intrinsic Resource #17)
6. Historical Society of Delaware
7. New Castle Court House (Intrinsic Resource #37)
8. Star Hill Historical Society Museum (Intrinsic Resource #3)
9. The John Dickinson Plantation (Intrinsic Resource #19)
10. The Rocks - Fort Christina State Park (Intrinsic Resource #39)
11. Thomas Garrett Home Site (Intrinsic Resource #46)
12. Tubman Garrett Riverfront Park and Market Street Bridge (Intrinsic Resource #44)
13. Wilmington Friends Meeting House & Cemetery (Intrinsic Resource #48)

Throughout this section of the CMP all Network to Freedom sites will be denoted with the following symbol/logo:





# HARRIET TUBMAN UNDERGROUND RAILROAD BYWAY

## Delaware

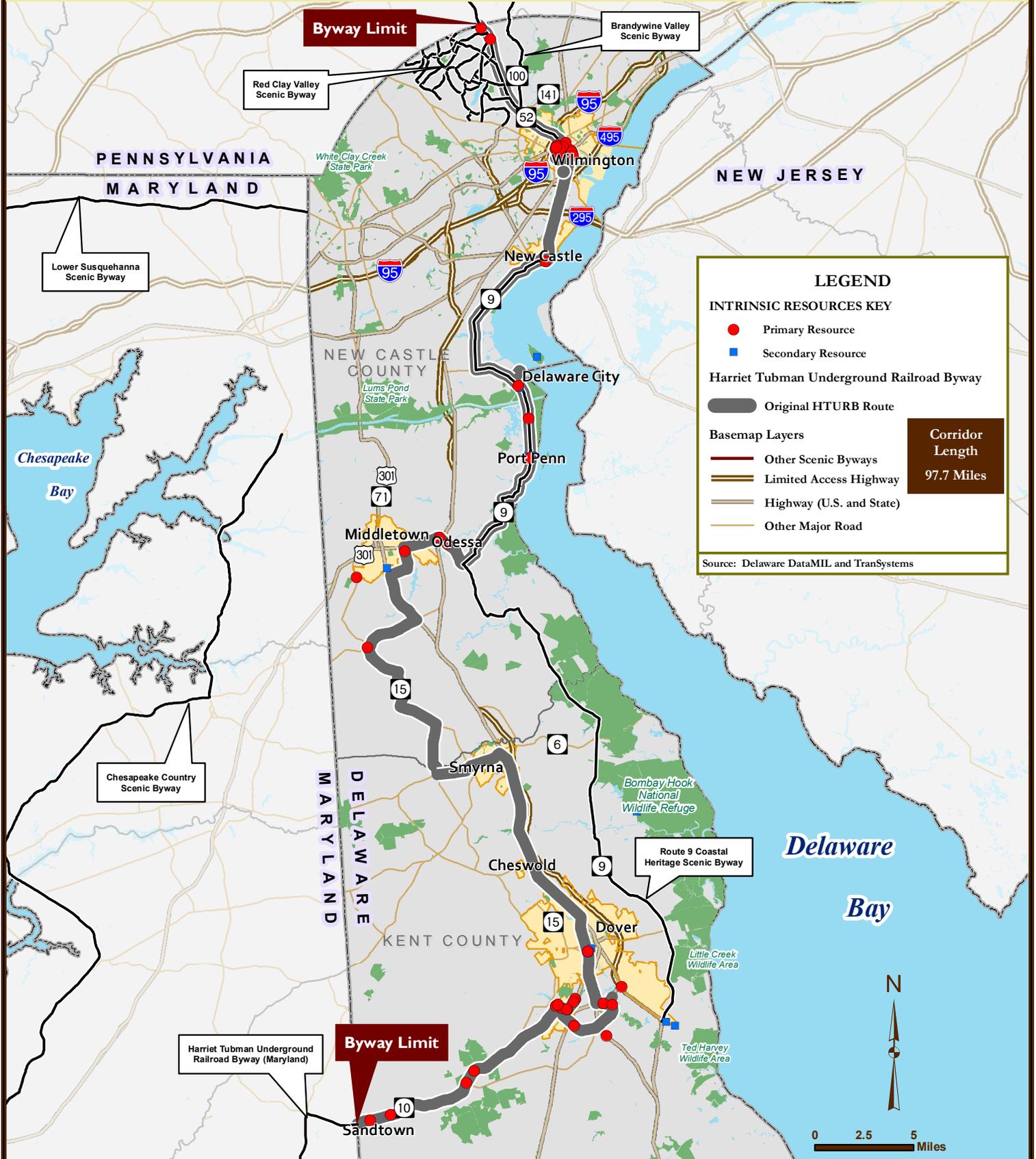
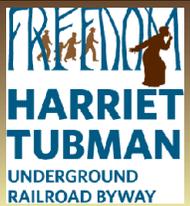
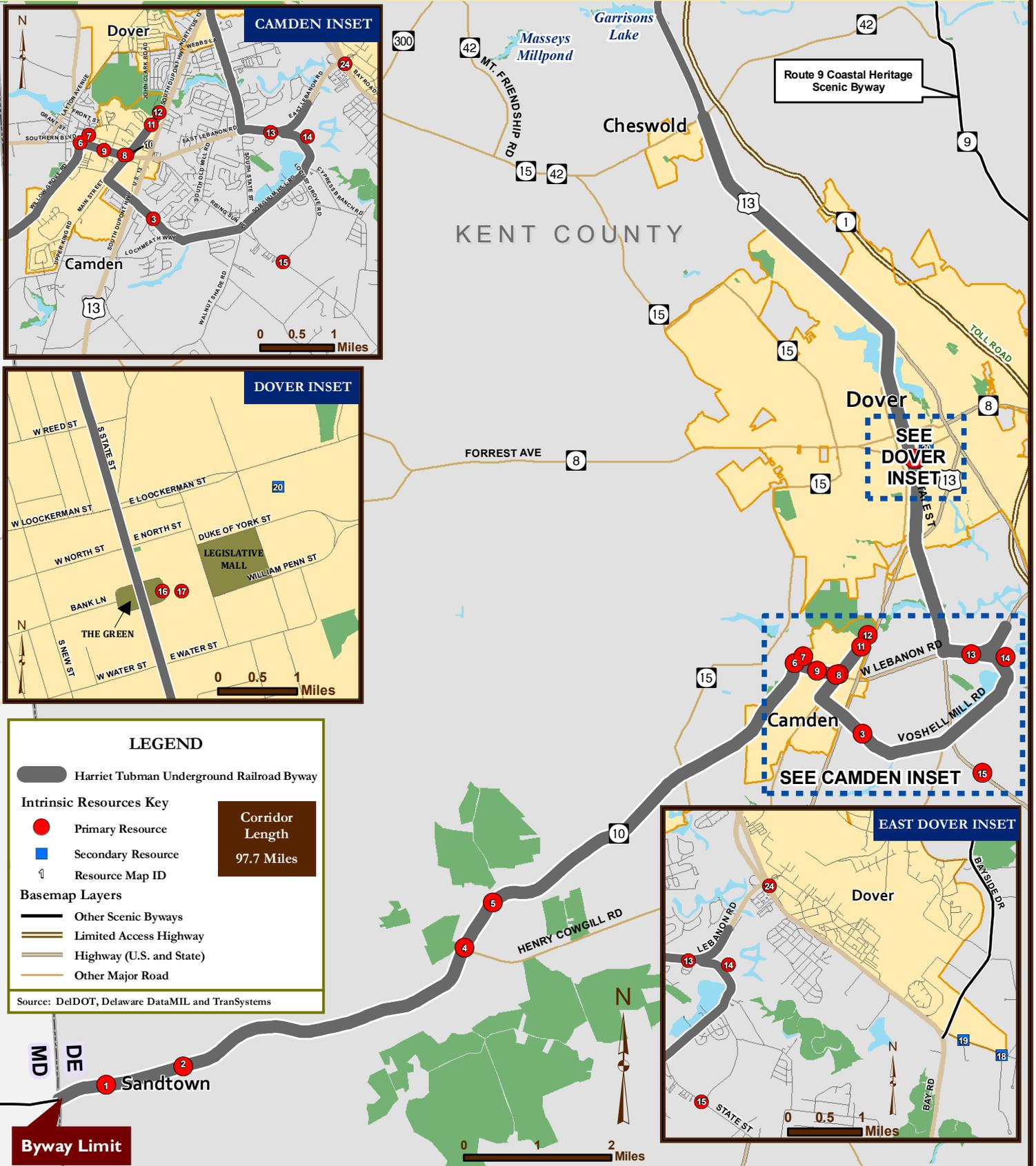
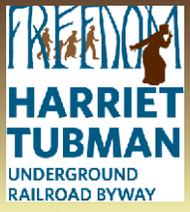


Figure 6: Intrinsic Resources (Project Study Area)



# HARRIET TUBMAN UNDERGROUND RAILROAD BYWAY

## Delaware



**LEGEND**

- Harriet Tubman Underground Railroad Byway

**Intrinsic Resources Key**

- Primary Resource
- Secondary Resource
- Resource Map ID

**Basemap Layers**

- Other Scenic Byways
- Limited Access Highway
- Highway (U.S. and State)
- Other Major Road

Corridor Length: 97.7 Miles

Source: DelDOT, Delaware DataMIL and TranSystems

MD DE

Byway Limit

1 Sandtown

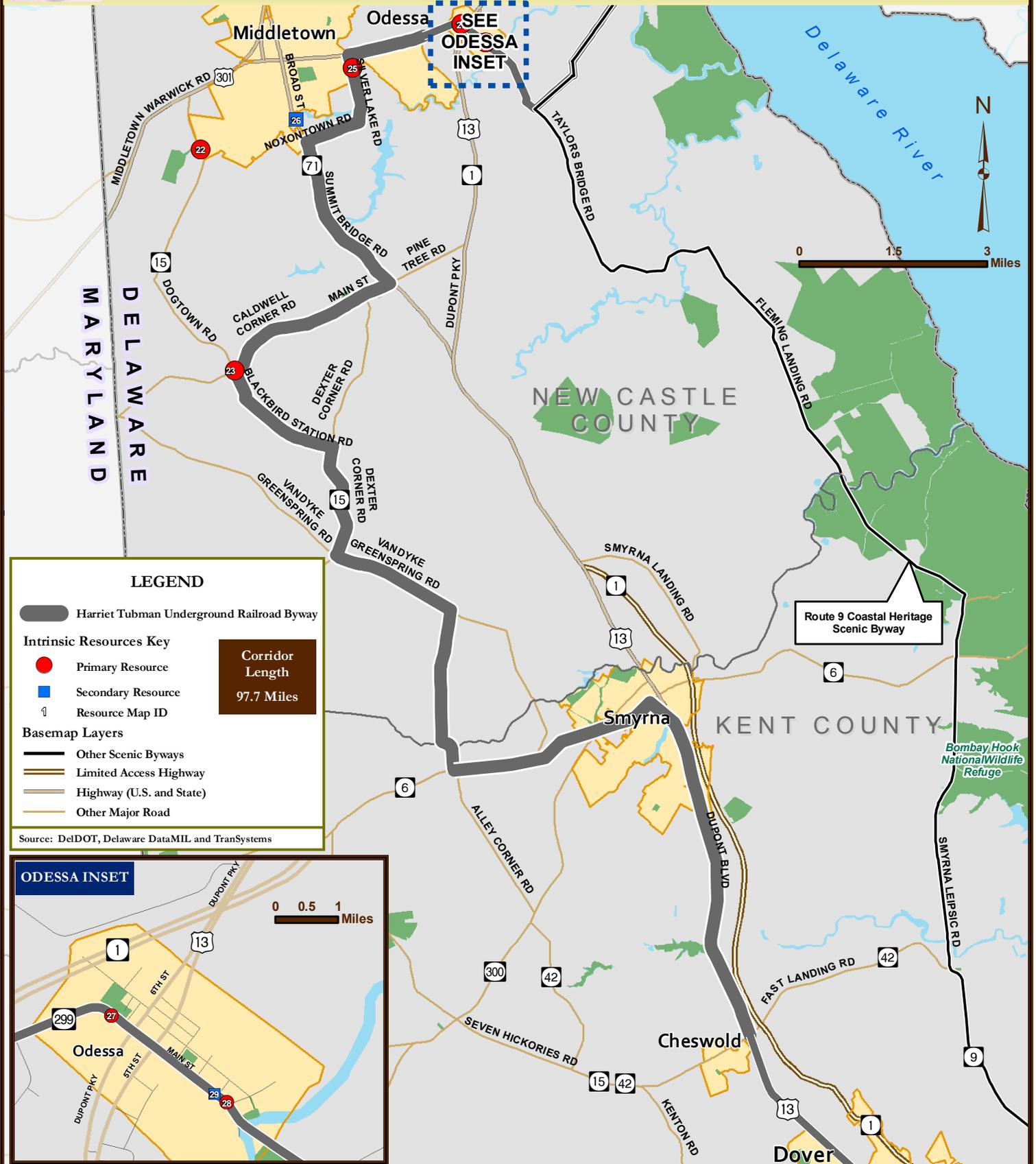
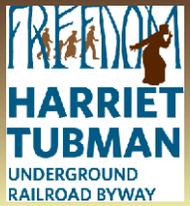
2

Figure 7: Intrinsic Resources (Segment 1)



# HARRIET TUBMAN UNDERGROUND RAILROAD BYWAY

Delaware



**LEGEND**

- Harriet Tubman Underground Railroad Byway

**Intrinsic Resources Key**

- Primary Resource (Red circle)
- Secondary Resource (Blue square)
- Resource Map ID (Number in circle)

**Basemap Layers**

- Other Scenic Byways
- Limited Access Highway
- Highway (U.S. and State)
- Other Major Road

**Corridor Length**  
97.7 Miles

Source: DelDOT, Delaware DataMIL and TranSystems

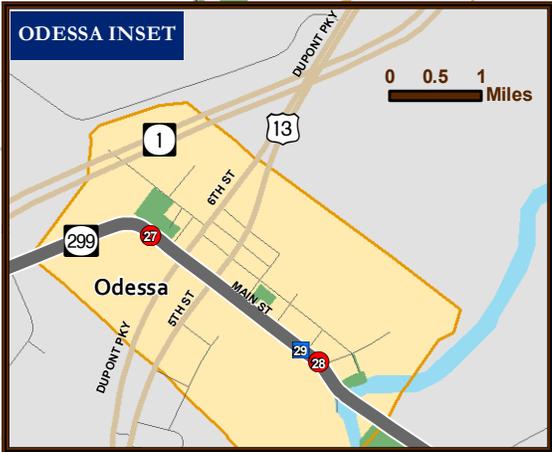


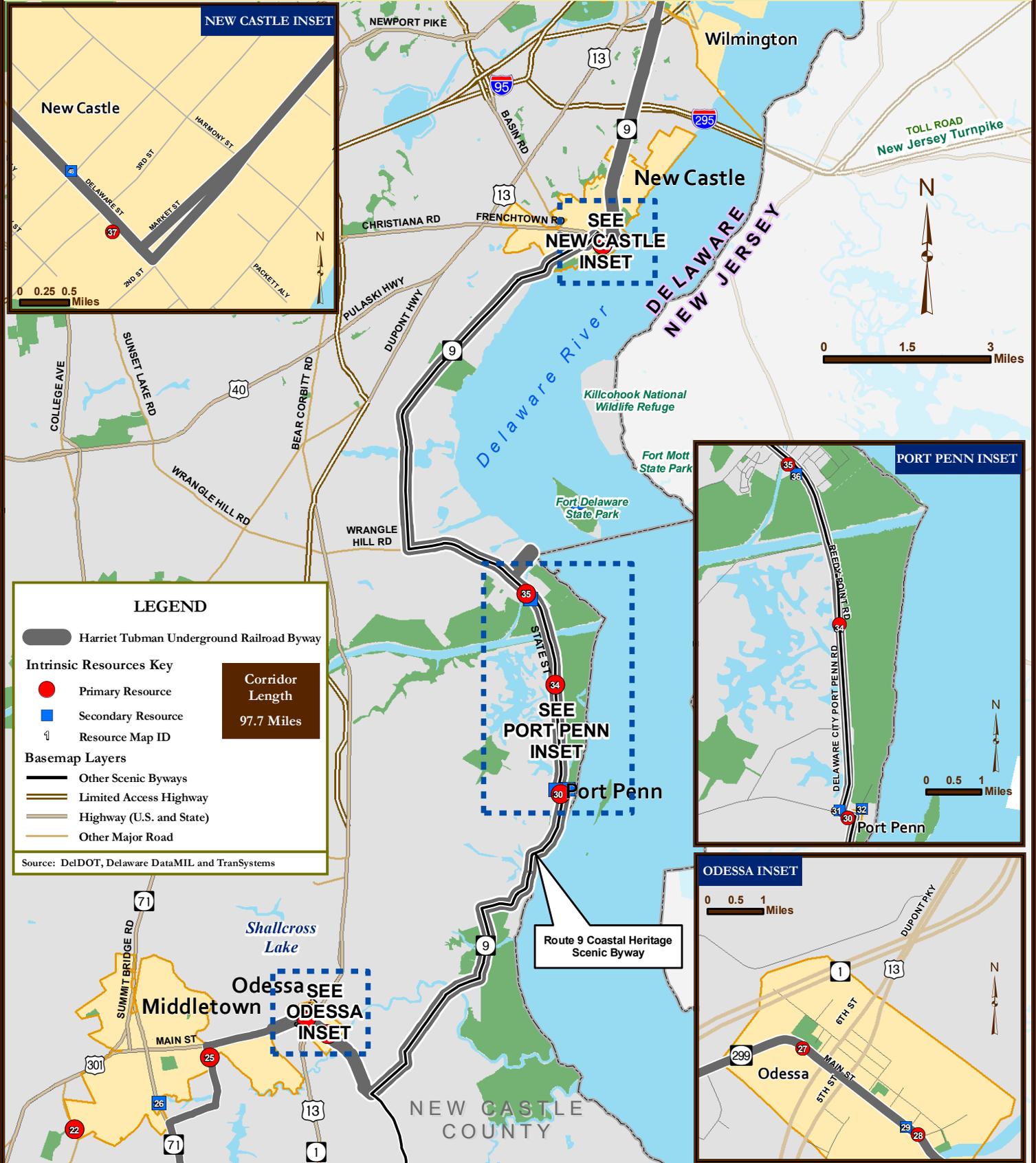
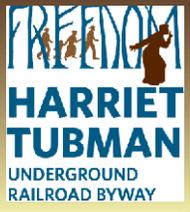
Figure 8: Intrinsic Resources (Segment 2)





# HARRIET TUBMAN UNDERGROUND RAILROAD BYWAY

## Delaware



**LEGEND**

- Harriet Tubman Underground Railroad Byway

**Intrinsic Resources Key**

- Primary Resource
- Secondary Resource
- Resource Map ID

**Corridor Length**

97.7 Miles

**Basemap Layers**

- Other Scenic Byways
- Limited Access Highway
- Highway (U.S. and State)
- Other Major Road

Source: DelDOT, Delaware DataMIL and TranSystems

Figure 9: Intrinsic Resources (Segment 3)



# HARRIET TUBMAN UNDERGROUND RAILROAD BYWAY

## Delaware

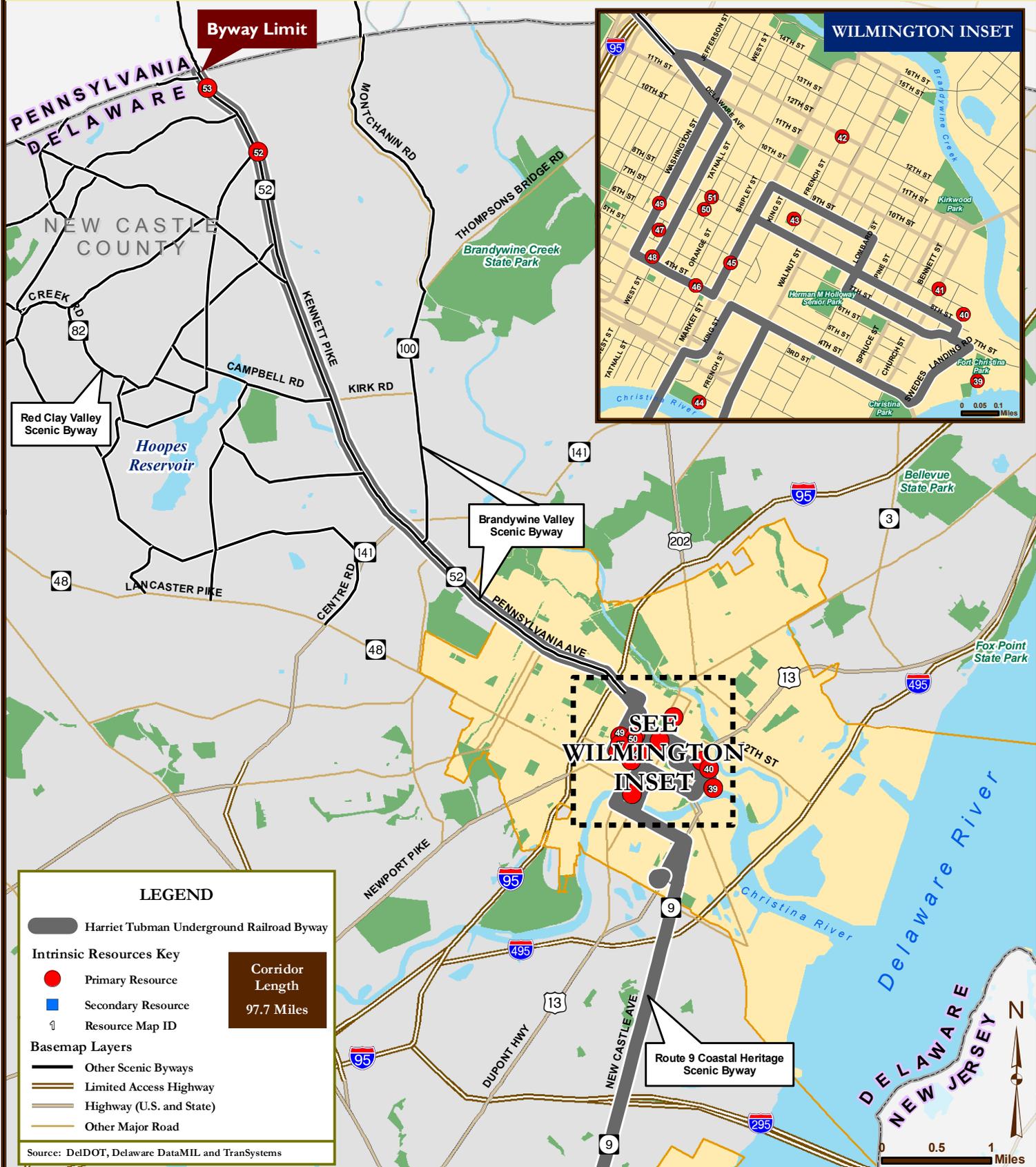
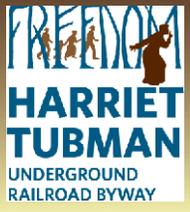


Figure 10: Intrinsic Resources (Segment 4)

The six (6) intrinsic qualities as defined by the National Scenic Byways Program are *Cultural, Historic, Archeological, Recreational, Natural, and Scenic*. A description of each is as follows:

**Cultural Quality** is evidence and expressions of the customs or traditions of a distinct group of people. Cultural features including, but not limited to, crafts, music, dance, rituals, festivals, speech, food, special events, vernacular architecture, etc., are currently practiced.

**Historic Quality** encompasses legacies of the past that are distinctly associated with physical elements of the landscape, whether natural or manmade, that are of such historic significance that they educate the viewer and stir an appreciation for the past. The historic elements reflect the actions of people and may include buildings, settlement patterns, and other examples of human activity. Historic features can be inventoried, mapped, and interpreted. They possess integrity of location, design, setting, material, workmanship, feeling, and association.

**Archeological Quality** involves those characteristics of the Scenic Byways corridor that are physical evidence of historic or prehistoric human life or activity that are visible and capable of being inventoried and interpreted. The Scenic Byway corridor's archeological interests, as identified through ruins, artifacts, structural remains, and other physical evidence has scientific significance that educate the viewer and stir an appreciation for the past.

**Recreational Quality** involves outdoor recreational activities directly associated with and dependent upon the natural and cultural elements of the corridor's landscape. The recreational activities provide opportunities for active and passive recreational experiences. They include, but are not limited to bicycling, rafting, boating, fishing and hiking. Driving the road itself may qualify as a pleasurable recreational experience. The recreational activities may be seasonal, but the quality and importance of the recreational activities as seasonal operations must be well recognized.

**Natural Quality** applies to those features in the visual environment that are in a relatively undisturbed state. These features predate the arrival of human populations and may include geological formations, fossils, landform, water bodies, vegetation, and wildlife. There may be evidence of human activity, but the natural features reveal minimal disturbances.

**Scenic Quality** is the heightened visual experience derived from the view of natural and manmade elements of the visual environment of the scenic Byway corridor. The characteristics of the landscape are strikingly distinct and offer a pleasing and most memorable visual experience. All elements of the landscape-landform, water, vegetation, and manmade development-contribute to the quality of the corridor's visual environment. Everything present is in harmony and shares in the intrinsic qualities. (Source: *National Scenic Byways National Nomination Guide, 2008*)

Table 3-1 displays the intrinsic resources found along the Harriet Tubman Underground Railroad Byway corridor. The resources are labeled by segment, resource ID number, resource category, primary resource type (if applicable), and whether or not the resource is nationally, regionally, or locally significant.

Table 3-1: HTURB Intrinsic Resource List

Resource ID #	Resource Name	Resource Category (Primary or Secondary)	Primary Resource Type	Significance	
				Regionally	Nationally
<b>SEGMENT 1</b>					
1	Sandtown	Primary	U	X	
2	State Route 10 Agricultural Landscape	Primary	E	X	
3	Star Hill AME Church, Cemetery and Museum	Primary	I	X	
4	Henry Cowgill Farm Site	Primary	U, E	X	
5	Willow Grove	Primary	U, C	X	
6	Free Black Settlement Between Camden and Wyoming	Primary	C	X	
7	Zion AME Church	Primary	C	X	
8	Camden Historic District	Primary	C	X	
9	Camden Friends Meeting House	Primary	C, I	X	
10	Whatcoat Methodist Episcopal Church (Morningstar Inst.)	Primary	C	X	
11	Brinkley Hill	Primary	C	X	
12	Brecknock Park	Primary	C	X	
13	Great Geneva	Primary	C	X	
14	Wildcat Manor	Primary	C	X	
15	Happy Valley	Primary	C	X	
16	Dover Green	Primary	C	X	
17	Old State House	Primary	C		X
18	Delaware National Estuarine Research Reserve	Secondary			X
19	John Dickinson Plantation	Secondary			X
20	First State Heritage Park and Welcome Center & Galleries	Secondary			X
<b>SEGMENT 2</b>					
21	Bombay Hook National Wildlife Refuge	Secondary			X
22	Hawkins Route to the Hunn Farm	Primary	E	X	
23	Landscape of Blackbird State Forest	Primary	E	X	
24	Ebenezer Church	Primary	E	X	
25	Site of the Farm of John Hunn, now Middletown High School	Primary	U	X	
26	Old St. Anne's Episcopal Church	Secondary		X	
27	Appoquinimink Friends Meeting House	Primary	U, I		X
28	Corbit-Sharp House	Primary	U, I		X
29	Odessa Historic District	Secondary		X	
<b>SEGMENT 3</b>					
30	Stewart Street in Port Penn (Free Black Settlement)	Primary	C	X	
31	Port Penn Interpretive Center	Secondary		X	
32	Augustine Wildlife Area	Secondary		X	
33	Fort Delaware	Secondary	E		X
34	Delaware State Route 9 (SR 9) Landscape	Primary	E	X	
35	Polktown near Delaware City (Free Black Settlement)	Primary	C, E	X	
36	Fort Dupont State Park	Secondary		X	
37	New Castle Courthouse Museum	Primary	U, I		X
38	New Castle Historic District	Secondary		X	X
<b>SEGMENT 4</b>					
39	The Rocks-Fort Christina State Park	Primary	U		X
40	Severn Johnson Home Site	Primary	U	X	
41	George Wilmer Home Site	Primary	U	X	
42	Comegys Munson Home Site	Primary	U	X	
43	Peter Spencer Plaza	Primary	I	X	
44	Tubman-Garrett Riverfront Park and Market Street Bridge	Primary	C, I		X
45	Wilmington Old Town Hall	Primary	U, I	X	
46	Thomas Garrett Home Site	Primary	U, I		X
47	Quaker Hill Historic District	Primary	C, E	X	
48	Wilmington Friends Meeting House and Cemetery	Primary	U, C, I		X
49	Elwood Garrett Home Site	Primary	C	X	
50	Joseph Walker Home Site	Primary	U	X	
51	Henry Craige Home Site	Primary	U	X	
52	Centreville	Primary	C	X	
53	Thomas Garrett Route to Longwood	Primary	C, E	X	

### 3.1 Primary Resources

Primary resources are the most significant resources found along the HTURB. These resources offer the traveler with a direct connection to the overall corridor story and theme. These Primary resources are associated with the Harriet Tubman and/or the Underground Railroad history and story and are the main focus of this Corridor Management Plan (CMP). The Primary resources are categorized in the following manner:

**Underground Railroad Sites (U):** *These sites have verified association between individuals, events, and places with the network of people who assisted fugitive enslaved people in their escape to freedom.*

**Cultural Context Sites (C):** *Connotes a site or area that is related to broad themes of the Underground Railroad historic context, such as the growth of free black communities and churches, abolitionist Quaker families and meeting houses, African Americans in the Civil War and others.*

**Commemorative/Interpretive Sites (I):** *Sites that commemorate specific Underground Railroad events or interpret the general history of the Underground Railroad, including museums and historical markers.*

**Evocative Landscape Site (E):** *Connotes a site or area that visually evokes the general undisturbed historic landscape of this part of Delaware providing the traveler with an experience as removed as possible from contemporary intrusion.*

#### 3.1.1 Segment I – Primary Resources

##### Resource ID #1 – Sandtown (U)

Latitude: 39.033 North, Longitude: -75.727 West

Harriet Tubman is one of the best known figures in the history of the Underground Railroad. After freeing herself from slavery and escaping to Canada, she made multiple trips back south to help other members of her family escape, traveling from Maryland through Delaware up to the Pennsylvania border and beyond. Parts of her route through Delaware can be retraced from evidence provided in books and publications. In one of those books, *The Underground Railroad from Slavery to Freedom* by Wilbur Siebert published in 1902, Wilbur Siebert interviewed Tubman about



her stops in Delaware. In this interview she mentioned Sandtown as one of her Delaware stops. This small town, only a short distance from the Maryland border, still exists today, although there is not much visible evidence of it. Sandtown was the first stop in Delaware after crossing the Maryland border and was sought as refuge for many escaping slaves. This is also the location where the HTURB in Delaware joins the HTURB in Maryland.

**Resource ID #2 – State Route 10 Agricultural Landscape (E)****Latitude: 39.036 North, Longitude: -75.707 West**

The landscape along the corridor is a significant point of interest not only for its scenic quality, but also to truly understand the terrain that was traversed by escaping slaves. Open fields and thick brush that leads into dark woods and watery pastures dot the landscape. These fields and forests were especially difficult to traverse, but offered the shielding and camouflage required to avoid being seen. Sheds and barns that were scattered throughout would be used as shelter, but only if the owners could be trusted. A great example of this can be viewed along State Route 10 just east of Sandtown.

**Resource ID #3 – Star Hill African Methodist Episcopal (AME) Church, Cemetery and Museum (I)****Latitude: 39.102 North, Longitude: -75.536 West**

A very important component of the Harriet Tubman Underground Railroad Byway was the growth of free black communities, independent towns or neighborhoods where freemen congregated and lived. The appearance of these communities was important to the operation of the Underground Railroad and to common life among African Americans. Star Hill was a free black community that was on the outskirts of Camden in the antebellum era. Local stories propose that this community was active in the Underground Railroad, and that the area was settled by a number of prominent black families who were Underground Railroad supporters. Today, the neighborhood is marked by the Star



Hill AME Church and Museum. This church was initially built in 1866, but a newer church, the one in use today, was built in 1905. Although the original church was built around the Civil War period, it serves as a marker of the community that was prominent here in the early nineteenth century. The church and museum have been placed on the Network to Freedom list for its interpretive programs on the Underground Railroad.



#### Resource ID #4 – Henry Cowgill Farm Site (U,E)

**Latitude: 39.060 North, Longitude: -75.637 West**

It is important to know that Quakers were a very important part of the Underground Railroad. In 1775 the Quakers formed the first American anti-slavery group. There were many Quakers living in the areas of Pennsylvania, Maryland and Delaware that were willing to help slaves traveling along the Underground Railroad. The Henry Cowgill family was a renowned Delaware Quaker family, and history states that they helped many fleeing slaves by providing them with shelter, food and clothing along their journeys. There are no remnants of the Cowgill Farm today, but travelers can envision what it may have looked like, resembled in the present day farms of the area.



#### Resource ID #5 – Willow Grove (U,C)

**Latitude: 39.069 North, Longitude: -75.629 West**

This small area called Willow Grove connected a white community and a black community just to the east of Willow Grove and may have been a stop for Harriet Tubman between Sandtown and Camden. It is not confirmed, but there is mention of it in Wilbur Siebert's book *The Underground Railroad from Slavery to Freedom* in an interview with Harriet Tubman from 1898. It was also mentioned in an 1857 article about the Dover Eight, six of whom reportedly stayed in the house of a man from Willow Grove after they had escaped from a jail close by. Officers tracking them were not allowed to enter, due to lack of a sufficient warrant, and the six went farther up the Underground Railroad shortly after.



### Resource ID #6 – Free Black Settlement between Camden and Wyoming (C)

**Latitude: 39.116 North, Longitude: -75.553 West**

There were many routes for fleeing slaves to travel in Delaware, and certain locations played vital roles along the Underground Railroad. Camden was a logical destination as it offered the shelter and protection of several free black communities. These included Star Hill to the east, Brinkley Hill to the north, and a small unnamed area to the west of Camden located at the intersection of State Road 10 (West Camden-Wyoming Avenue) and Caesar Rodney Avenue.

### Resource ID #7 – Zion African Methodist Episcopal (AME) Church (C)

**Latitude: 39.117 North, Longitude: -75.551 West**

The congregation of this church began in 1845, when local residents formally organized the Zion African Methodist Episcopal (AME) Church. Several churches were established in the Camden area by free African Americans during the mid-19<sup>th</sup> century, which made Camden an important stop on the Underground Railroad. Trustees of the church first obtained the land in the 1840s, and construction on the church began soon



after. Neighboring property was purchased in 1848 from George Jones for a burial ground, which was then enlarged in 1863 with property that was given to them by John Jones. The present day structure was completed in 1889 after fire destroyed the original building. In 1923, the cemetery was enlarged again with land purchased from William Gaynes. The Zion AME Church was added to the National Register of Historic Places in 1994.

## Resource ID #8 – Camden Historic District (C)

**Latitude: 39.114 North, Longitude: -75.542 West**

Along with the natural landscapes that define the corridor and the wonderful and untouched scenery that define the Harriet Tubman Underground Railroad Byway, so too do the concentrations of historic districts and small towns along the corridor. The many historic districts help preserve the historic look and authenticity of the Underground Railroad for travelers. The Camden Historic District has many buildings that were built circa 1750 to the nineteenth century. Camden was placed on the National Register of Historic Places in 1974. There are 65 structures on 316 acres along Camden-Wyoming Avenue and Main Street that make up the Historic District.



## Resource ID #9 – Camden Friends Meeting House (C, I)

**Latitude: 39.115 North, Longitude: -75.548 West**



Built in 1804 as the last meeting house to be constructed in Kent County, the Camden Friends Meeting quickly became the center of religious life for members of the anti-slavery Hicksite branch of the Society of Friends from Odessa south to Lewes. Along with the Little Creek Meeting in far eastern Kent County, Camden shared designation as the regional monthly meeting house beginning in 1830. The relationships formed amongst the



individuals that attended and participated at this meeting house were undoubtedly critical parts of the network of Underground Railroad connections south of Wilmington. Families with documented Underground Railroad associations who attended the Camden Monthly Meeting included the extended Hunn, Alston, Jenkins, and Cowgill families. John Hunn, also known as the “Chief Engineer” of The Underground Railroad, is buried in the adjoining cemetery. Historical markers describing his connection to the Underground Railroad are placed here as well.

The Camden Friends Meeting House is a National Underground Railroad Network to Freedom site.

### Resource ID #10 – Whatcoat Methodist Episcopal Church (Currently the Morningstar Institutional Church of God in Christ) (C)

**Latitude: 39.114 North, Longitude: -75.543 West**

Religion played a very important role along the Underground Railroad as it provided a structure and organizational body that could be tapped into for support and shelter. In addition to the Quakers, some Methodists were vocal advocates for the abolition of slavery. The Whatcoat Methodist Episcopal Church was built on land purchased from Thomas Mifflin in 1856. The church was built by Abel Gibbs (later Abraham). Gibbs was a mason who Harriet Tubman mentioned as a connection in Camden during her 1897 interview with Wilbur Siebert. Members of the Gibbs family are known to have worked on the Underground Railroad, with Absalom’s son Abel specifically mentioned by Harriet Tubman as one of her associates. Abraham Gibbs, son of Abel and grandson of Absalom, fought in the Civil War with the United States Colored Troops. Oral history says that this church, in addition to being a place of worship, may have served as a hiding place for people seeking freedom in the last years before the beginning of the Civil War. Today, the building is the home of the Morningstar Institutional Church of God in Christ, which purchased it in 1986.

### Resource ID #11 – Brinkley Hill (U)

**Latitude: 39.119 North, Longitude: -75.537 West**

Brinkley Hill was a free black community located to the north of Camden. It was named after the community’s own Brinkley family, which included William and Nathaniel Brinkley, both noted Underground Railroad conductors. Harriet Tubman mentioned them in an interview, and said “at Camden her helpers were William and Nat Brinkley (colored) and Abraham Gibbs.” The Abraham Gibbs mentioned is Abel Gibbs who later changed his name to Abraham. Tubman also



remembered feeling “safe and comfortable” with them. William Brinkley is also known for a series of letters he wrote describing life during slavery times. One letter confirms Brinkley used his home to help escaping slaves. He also helped to submit a petition to the state legislature in 1849 objecting to the restrictions on the movements of free African Americans in and out of Delaware. Many of the signers were from Brinkley Hill, and their desire to travel freely, especially to Philadelphia, suggests that Brinkley Hill was an important Underground Railroad stop. The only resource here left from the nineteenth century is the Demby Cemetery, but there are also historic structures including two early twentieth century vernacular dwellings. *Note: The house pictured above was demolished in 2012.* Future preservation of these homes is a goal of this CMP.



### Resource ID #12 – Brecknock Park (E)

**Latitude: 39.033 North, Longitude: -75.727 West**

Brecknock Park was at one time the estate of Thomas Howell, and is located very close to where Brinkley Hill is located. Brecknock was first established back in the seventeenth century when Alexander Humphreys received 600 acres of land in the area. In the 1740's a mill was built on the site which remained in use for nearly two centuries. In the nineteenth century, Brinkley Hill's western boundary was established by Main Street and the Howell land. Brecknock was placed on the National Register of Historic Places in 1974 and in 1993 part of the land was set aside for recreational use and named Brecknock Park. Thomas Howell's original farm house, a tenant farm house, and the ruins of the mill are still in the park, which is managed by Kent County. The main attractions of this resource include the main house that was present during the Underground Railroad period, and the nature trail that allows visitors to explore the wooded area along Isaac's Branch, the site of the milling operation that helped establish the prosperity of the owner.

*Note: Brecknock Park provides a good site for a future HTURB visitor center and interpretive facility.*

### Resource ID #13 – Great Geneva (C)

**Latitude: 39.118 North, Longitude: -75.509 West**

Great Geneva was one of two homes built by the Hunn family of Kent County at Forest Landing. Made of brick with Flemish Bond and glazed headers, this house showcases the prosperity of the Hunn Family who built it around 1765. Today, it is privately owned. Hunn family members settled in Kent County in the seventeenth century and Jonathan Hunn purchased the tract called Great Geneva from Alexander Humphrey's around 1765. The Hunn

family was members of the Society of Friends, who met with other local Quaker families for worship at a meeting house established near Magnolia, Delaware in around 1760. There are several family members buried in the graveyard, which is all that survives at the site of this early meeting house, known as the Murderkill Friends Meeting Place. This home is important to the Underground Railroad because abolitionist John Hunn was most likely born here. John Hunn assisted a number of freedom seekers, most notably the Hawkins family in 1845. For their participation in this escape, he and Thomas Garrett were convicted and fined in 1848 by the United States District Court. Despite the financial burden of this conviction and other related fines, Hunn continued to be active in the Underground Railroad. He became very poor, but never stopped his activities and during the Civil War worked with the Port Royal Relief Committee on St. Helena Island in South Carolina.

### Resource ID #14 – Wildcat Manor (C)

**Latitude: 39.117 North, Longitude: -75.500 West**

Wildcat Manor is a very unusual house due to many irregular spaces and additions. It was inherited by John Hunn's half brother Ezekiel, who gave it to his intended bride as an engagement gift. The tract containing Wildcat Manor was a part of a holding called Great Geneva that was patented to Alexander Humphreys in 1682. Jonathan Hunn and his brother Raynear Hunn purchased Wildcat Farm and Forest Landing from Robert Wilcox in 1761. Across Tidbury Creek, the Hunn family constructed a milldam and saw mill in the 1790s. The landing became a small industrial complex that hosted two (2) granaries or store houses and two (2) tenant houses. This was known as Hunn Town, a free black community at the landing. At the death of Ezekiel Hunn in 1821, Wildcat Manor was left to his son, also named Ezekiel Hunn, who was John Hunn's half brother. Hunn Town continued to be an active community well into the first half of the 20th-century. The house stayed in the ownership of the Hunn Family until early this century when it was purchased by Kent County for development into a county recreation facility and park.



This site is still being researched for its direct applicability to the Underground Railroad. Further research will hopefully unveil its relationship to the corridor story.

**Resource ID #15 – Happy Valley (C)****Latitude: 39.094 North, Longitude: -75.506 West**

From 1853 to 1862, Happy Valley was the home of Quaker John Hunn, a key operative in the Underground Railroad. Located at the southern end of the site of the F. Niel Postelthwait Middle School, near the Cypress Branch Creek, Happy Valley was a 280 acre farm straddling the corridor from Dover to Magnolia, now South State Street Extended. The main house was located on the east side of the street, with the larger parcel of farm land located across the road and approximately one half mile south of the intersection with



Sorghum Mill Road. John Hunn's story illustrates the illusiveness of documenting Underground Railroad activities. Little is known about how he operated during the 1850s. He ordered the records he kept of his activities over the years be destroyed by his son, soon to be Governor John Hunn, in front of him as he lay dying in 1894. In 1853, John Hunn and his wife Mary Swallow Hunn purchased the Happy Valley farm south of Dover. They lived there until 1862, and this farm was his home during his most active work with the Underground Railroad. Mary Swallow Hunn died in January 1854 and Hunn married Annie Jenkins in November 1855. In 1862, he traveled to St. Helena and the Beaufort area of, South Carolina with teachers Charlotte Forten and his daughter Elizabeth to assist the newly free people there. The Happy Valley property was sold at a Sheriff's Sale in 1864 and unfortunately the house is no longer standing.

**Resource ID #16 – Dover Green (C)****Latitude: 39.156 North, Longitude: -75.523 West**

“The Green” in Dover (a Network to Freedom site) is another landscape and historic location along the Harriet Tubman Underground Railroad Byway. Established as a court town for Kent County in 1683, Dover was planned by William Penn around a central public square, called “Court House Square” which later became “The Green.” Laid out in 1717, and the site of the Kent County courthouse, The Green became the central public space in Delaware when the state capitol moved to Dover in 1777. Although no activities directly associated with the Underground Railroad have yet to be tied to The Green, three (3) buildings where important legal actions related to slavery took place lined its eastern edge. These properties include the 1) Old State House of 1792 where the abolition of slavery was debated and defeated; 2) Kent County Courthouse where those who were accused of being Freedom Seekers or assisting them were tried; and 3) Kent County jail where the accused were held or slave-catchers deposited captives before returning them to their enslavers. Although The Green has changed since the Underground Railroad period, its present character of an open park-like square under a canopy of tall trees surrounded by buildings was set when it was redesigned as a city park in 1846. Although many the buildings next to it were constructed or remodeled in the decades



after the Civil War, the northeastern corner is particularly reminiscent with the Old State House, the 1728 Parke-Ridgely house, and the Greek Revival Todd buildings of the 1850s. Entering The Green from State Street has always announced to the traveler that they are at the political center of the State.

## Resource ID #17 – The Old State House (C)

Latitude: 39.156 North, Longitude: -75.523 West



In the years before the Civil War, the Delaware State House (the Old State House) had to deal with the legal ramifications of abolition efforts. The building was the site of one of the best known of the consequential cases, the trial of famed Underground Railroad conductor Samuel D. Burris. Burris was born west of Camden in the Willow Grove area and at the time of his trial was a teacher in Wilmington. John Hunn reported that, through him, Burris (an African American himself) helped hundreds of enslaved African Americans to freedom. In July 1847, Burris was arrested for aiding in the escape of Maria Matthews. He was tried and sentenced to 10 months of imprisonment, after which he was to be sold out of the state as a slave. The sale took place in early 1848, but, fortunately, Burris was rescued by Wilmington Quaker Isaac Flint, who posed as a slave trader, bought him with funds from the Pennsylvania Abolition Society, and set him free. Even after that experience, Burris continued his activities with the Underground Railroad, and he was eventually forced to move to California for his safety, where he spent the rest of his life. Today, The Old State House is open to the public, and visitors here can experience an interpretive program about Burris's life and trial. The site has been placed on the Network to Freedom.



### 3.1.2 Segment 2 – Primary Resources

#### Resource ID #22 – Hawkins Route to Hunn Farm (E)

With the help of free African Americans in 1845, the family of Samuel Hawkins left Maryland in search of freedom in the north. Famous Underground Railroad Conductor Samuel D. Burris led them through Camden and on to the farm of John Hunn using a letter from Ezekiel Jenkins. Hunn's farm was located near Middletown, where they were recognized as an unfamiliar group by one of John Hunn's neighbors. The exact route is unknown, though it is likely that the Byway between Camden and Middletown is representative of the route used by the Hawkins family.



#### Resource ID #23 – Landscape of Blackbird State Forest (E)

**Latitude: 39.377 North, Longitude: -75.731 West**

The Blackbird State Forest is a landscape along the Harriet Tubman Underground Railroad Byway that allows traveler's to imagine the freedom seeker's experience trying to move secretly through farmlands, wetlands, and woods. The State Forest also lends a powerful scenic function, adding breathtaking moments of beauty to the corridor. North of Dover and the town of Blackbird, State Route 15 passes through a succession of farms, separated by lines of trees, as well the Blackbird State Forest. People seeking



freedom had to figure out a way to pass through this landscape, in which the open fields did not provide much cover and it was difficult to know who could be trusted. Farm buildings, such as sheds and barns, were sometimes sources of shelter during the day. Blackbird State Forest consists of nine (9) tracts of land totaling over 4,800 acres. This area is very similar to the way it looked during Underground Railroad activity. According to Harriet Tubman, in her interview with Wilbur Siebert in 1897, she had passed through these woods on her way to a safe haven in the free black community near the town of Blackbird.

**Resource ID #24 – Ebenezer Church (E)****Latitude: 39.130 North, Longitude: -75.491 West**

Ebenezer Church is a Gothic Revival African-American church that was built from 1867 to 1873. It was known as the Forrest Methodist Episcopal Chapel until 1913, and is the only remaining building and remnant of a free black community that once existed in this area during the mid-nineteenth century. The community has slowly dissolved due to settlement patterns and development sprawl and expansion. Although there is no evidence of a connection with the Underground Railroad, this lone building is a reminder of

free black communities that formed around their churches in this marginal forested area. The approach and the site give the traveler as sense of remote, isolated areas where free blacks lived and the type of forest through which freedom seekers fled.

**Resource ID #25 – Site of the John Hunn Family Farm, now Middletown High School (U)****Latitude: 39.448 North, Longitude: -75.696 West**

In 1845 the Hawkins family escaped from Maryland seeking freedom in the north. For much of their route through Delaware they were assisted by the Underground Railroad conductor Samuel D. Burris. Burris led the family from the house of Ezekiel Jenkins in Camden to the house of his cousin John Hunn, near Middletown. Hunn later remembered that it was the first time he had assisted fugitives from slavery and that he gladly welcomed them to his home with rest and food. Unfortunately for them though, Hunn's neighbor, Thomas Merritt, noticed the unusual group and alerted Middletown's magistrate, William Streets. The story was not to end at the Hunn farm, but rather became an increasingly difficult situation that would be resolved through several other sites on the route. Although the farm does not exist today, the site is important as the origin of one of the most publicized incidents in Delaware's Underground Railroad history.



**Resource ID #27 – Appoquinimink Friends Meeting House (U, I)****Latitude: 39.458 North, Longitude: -75.663 West**

The Appoquinimink Friends Meeting House is located on the outskirts of Odessa and was built in 1785 by David Wilson. Local stories suggest that it functioned as a stop on the Underground Railroad and used an eave closet in the upper story as a slave hiding place. The weekly preparative meeting here was attended by known Underground Railroad operatives John Hunn and John Alston. The building survives with a high degree of integrity today and was placed on the National Register of Historic Places in 1972. It is also part of the National Register of Historic Places' "Aboard the Underground Railroad" Travel Itinerary, and it has been designated a Network to Freedom site.

**Resource ID #28 – Corbit-Sharp House (U, I)****Latitude: 39.454 North, Longitude: -75.656 West**

The Corbit-Sharp House was built between 1772 and 1774 by Robert May for William Corbit, who was an important Quaker merchant, tanner and farmer at the community of Appoquinimink Crossroads. This community was later named Cantwell's Bridge, and then called Odessa, which is the name today. Corbit's youngest son, Daniel Corbit, was known to be sympathetic to the cause of abolition and a supporter of Underground Railroad activities. Daniel Corbit's youngest daughter, Mary Corbit Warner remembered her mother once assisting a fugitive, Sam, into an eave closet in the house. She also remembered the tour of the house her mother gave to the quickly pursuing sheriff, opening all the doors allowing the sheriff to see inside. The sheriff declined to look in the eave closets because he was sure Sam was too large a person to fit through such a small door. The site has been designated a Network to

Freedom site, and the property has also been designated a National Historic Landmark for its architectural importance.



### 3.1.3 Segment 3 – Primary Resources

#### Resource ID #30 – Stewart Street in Port Penn (Free Black Settlement) (C)

Latitude: 39.517 North, Longitude: -75.578 West

The rich history of Delaware's African American population helps to inform the Underground Railroad story, and because of this, the route encompasses all of that history. One important theme along the corridor is the growth of free black communities, independent towns or neighborhoods where free blacks congregated and lived. The appearance of these communities was important to the operation of the Underground Railroad and to communal life among African Americans. One such community began on Stewart Street in Port Penn and was referred to as Congotown.

Evidence of this community is present in the form of St. Daniel's United Methodist Church (built in 1892), which has been in the hands of an African American congregation since 1920, when the congregation that had been occupying it ceased gathering. Further, there is also evidence that as early as the 1850s, there was a free black community in Port Penn as John W. Tillman used the cover of a nearby camp meeting as an opportunity to escape. Although there is no evidence that this community was active on the Underground Railroad, its presence on the route helps to tell the story of the growth of such communities.



**Resource ID #34 – Delaware State Route 9 (S.R. 9) (E)****Latitude: 39.545 North, Longitude: -75.580 West**

State Route 9, much of which has been designated as the Route 9 Coastal Heritage Byway by the Delaware Department of Transportation, travels through one of the largest areas of preserved coastal marshland in the eastern United States. It includes some areas that look almost as they did when the first European settlers arrived in the area many years ago. The scenic vistas are reminiscent of the landscapes experienced by slaves who chose water routes to freedom, looking for passage

to New Jersey and Philadelphia along Delaware's coasts. One of the most breathtaking views in the area is at the Reedy Point Bridge near Delaware City, which gives the traveler a 360-degree view of the surrounding wetlands. Additionally, the presence of the Ashton Historic District adds to the evocative qualities of the landscape with several 18<sup>th</sup> century structures: the Robert Ashton House, and the John Ashton House.

**Resource ID #35 – Polktown near Delaware City (Free Black Settlement) (C, E)****Latitude: 39.569 North, Longitude: -75.590 West**

The history of Delaware's African American population helps to inform the story of the Underground Railroad. One site that relates to African American history in the state is Polktown. Polktown is a small group of structures on the outskirts of Delaware City that was one of the earliest settlements of free blacks in the state. Polktown, first noted in 1835, was known as a free black settlement encompassing areas within and adjacent to Delaware City. Presently it is represented by several structures south of the branch canal and by the small African Union Church Cemetery. This cemetery contains the remains of several veterans of the United States Colored Troops. In total about 180,000 blacks served the Union army during the war, and 954 of these were from Delaware.



**Resource ID #37 – New Castle Court House Museum (U, I)****Latitude: 39.660 North, Longitude: -75.564 West**

The New Castle Court House, located in the heart of the historic City of New Castle, Delaware, is one of the oldest surviving Court Houses in the United States and a registered National Historic Landmark and National Underground Railroad Network to Freedom site. The original 1732 courthouse and building were built over the remains of the circa 1660s courthouse, with additions and modifications made throughout the 18<sup>th</sup> and 19<sup>th</sup> centuries. All jurisdictions of Delaware's courts, including the federal courts, have met in this building over the years. The county courts moved to the City of Wilmington in 1881 with the changing of the county seat, but occasional court sessions and proceedings are still held here. The New Castle Court House is also Delaware's first capitol building and meeting place for the colonial and first state Assembly.

On June 15, 1776, the legislature passed a resolution to separate from Pennsylvania and Great Britain, creating the Delaware State. Two (2) months later, on September 20, 1776, the first constitution for the Delaware State was adopted. In 1777, the capitol moved to Dover. The Court House cupola was designated in 1732 as the center of the 12-mile circular boundary, which created Delaware's unique curved northern border.

Significant events took place at the New Castle Court House involving slavery and the Underground Railroad. These events included the trials of abolitionists Thomas Garrett and John Hunn. Visitors may take guided tours and view exhibitions at the museum that highlight Delaware's colonial, state and Underground Railroad history. Also on display are period portraits, furniture, artifacts, and decorative arts.



### 3.1.4 Segment 4 – Primary Resources

#### Resource ID #39 – The Rocks-Fort Christina Park (U)

Latitude: 39.737 North, Longitude: -75.538 West



The Fort Christina State Park is nestled on the banks of the Christina River and commemorates the location of the first permanent settlement by European settlers in Delaware, established by the Swedes in 1638. The park was created to commemorate the 300th Anniversary of the settlement. It includes a granite monument by Carl Milles and such landscape features as a courtyard, high brick walls and an ornate iron gate. A Delaware Archives Marker in this park commemorates the arrival of the commonly-accepted first Black inhabitant, brought by the Swedes as an indentured servant, known as Antony Schwart (or Black Antony).

The park also contains a replica of the first ship that the Swedes used to travel to Delaware, the Kalmar Nyckel, that is docked nearby. Today, visitors can tour the replica ship to remember this early period in Delaware history.

The Rocks at Fort Christina were mentioned as a landing place for Captain Fountain, a fearless Underground Railroad boat captain, in a letter written in 1856 from Thomas Garrett to William Still of the Philadelphia Anti-Slavery Society office. William Still (October 7, 1821 – July 14, 1902) was an African-American abolitionist, writer, and historian who lived mostly in the Philadelphia region. He is often referred to as the “Father of the Underground Railroad.”

The letter from Garrett to Still describes how Captain Fountain landed at the Rocks with fourteen people seeking freedom on-board and handed them over to the custody of one of Garrett’s agents. For this reason, the site has been recognized on the Network to Freedom. The site is also a National Historic Landmark in honor of its association with Sweden’s history in the New World.



**Resource ID #40 – Severn Johnson Home Site (U)****Latitude: 39.740 North, Longitude: -75.539 West**

Thomas Garrett may be the best known of the Wilmington Underground Railroad operators, but his network depended on the help of several of his friends, many of which were African Americans, living in various parts of Wilmington. Like Garrett's home, none of the houses of these known conductors are standing in Wilmington today, but the sites where they lived are an important part of the story of the Underground Railroad in Wilmington. Severn Johnson lived in Delaware and worked with Thomas Garrett as a conductor on the Underground Railroad.



Some of Garrett's letters describe how he was involved in the Underground Railroad by 1857. He has been variously identified as a laborer and an oysterman, and his home was on Buttonwood Street between Taylor Street and Brandywine Creek, only about a block from the house where George Wilmer, another conductor, lived.

**Resource ID #41 – George Wilmer Home Site (U)****Latitude: 39.741 North, Longitude: -75.540 West**

George Wilmer was another one of Thomas Garrett's friends in the Delaware network of the Underground Railroad. He was a slave near Georgetown Crossroads on the Sassafras River in Kent County, Maryland. He used that Maryland location to become the best-remembered enslaved conductor on Delaware's Underground Railroad. Making use of the liberties granted to him by his enslaver, Eben Welch, he ferried runaways from Maryland to Wilmington during the mid-to late 1850s. In one period of four (4)

months in 1855, he helped 25 runaways. After he was freed in 1858, he moved to Wilmington with his wife and set up residence at 832 Church Street, where he probably continued his Underground Railroad activities. Wilmer's home is no longer standing.

**Resource ID #42 – Comegys Munson Home Site (U)****Latitude: 39.747 North, Longitude: -75.545 West**

Comegys Munson was yet another one of Thomas Garrett's friends in the network of Underground Railroad operators. He was a free laborer living in Wilmington at the height of Underground Railroad activity, and was a trusted helper of Thomas Garrett. Munson's home was mentioned as a safe house in at least one letter from Garrett to William Still. In June 1857, Munson provided shelter to an old woman whose children had been sold south, and who had been clothed in garments belonging to Garrett's wife. Munson once lived on French Street between 12th and 13th Streets, but his home is no longer standing.

**Resource ID #43 – Peter Spencer Plaza (I)****Latitude: 39.743 North, Longitude: -75.547 West**

Peter Spencer was born into slavery in 1792 and relocated to Wilmington after the death of his owner. He became the founder of the Union African Methodist Episcopal Church in 1805, the first church in the United States fully and independently organized and controlled by African Americans. In founding the church, Spencer was responding to racism in white-controlled churches. In the white-controlled churches, African Americans could not hold leadership positions and were often forced to sit in sequestered sections of the churches. Some historical accounts suggest that Spencer opened the doors of his church to people seeking freedom, providing shelter and support to them as they traveled. August Quarterly camp meetings were established at Spencer's Union African Methodist Episcopal Church in 1814. Dr. Lewis Baldwin wrote in one of his books about Peter



Spencer that August Quarterly was used as a way for freedom seekers to plan their escape with other freed African Americans who could help them.

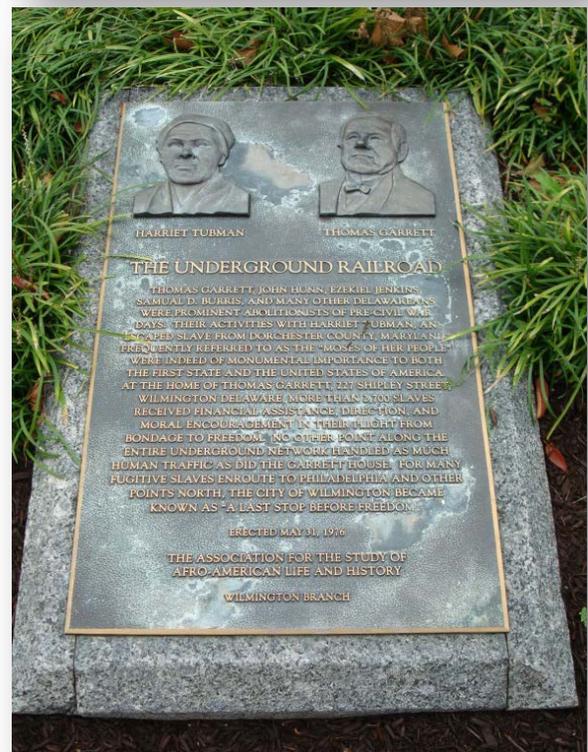
Spencer and his wife (and other church leaders) are buried in Peter Spencer Plaza, a commemorative space in Wilmington located on the site where his groundbreaking church once stood. Marking their graves is a sculpture of a man and child, Father and Son by Charles C. Parks that represents Spencer's teachings about good family life and commemorates the founding of the church.

## Resource ID #44 – Tubman-Garrett Riverfront Park and Market Street Bridge (C, I)

Latitude: 39.736 North, Longitude: -75.552 West



Harriet Tubman and Thomas Garrett were two of the most important figures working on the Underground Railroad in Delaware. In 1997, the city of Wilmington determined that because there were no structures where Tubman and Garrett operated, they would build a park in their memory. The park was completed in 1998 and offers a walkway along the Christina River and several interpretive plaques that honor the Underground Railroad and other topics in the history of African Americans in Downtown Wilmington. The location of the park near the Market Street Bridge was chosen partly due to the connection of this particular river crossing with the Underground Railroad. The current bridge was built in 1927 to replace a bridge that was built in 1883, but before the Civil War, another bridge was located here. This was the only bridge into town, meaning that any freedom seeker hoping to reach Thomas Garrett had to consider a plan to cross it. One famous story from 1856 has Harriet Tubman with a party of five (5) fugitives crossing in a false-bottomed wagon supplied by Garrett. The park is on the Network to Freedom due to its function as a site commemorating Delaware's Underground Railroad heroes.



Thomas Garrett's residence was very near the Market Street Bridge and the train station in the 1850s, and was thus conveniently located for freedom seekers. The train station (no longer present) was instrumental in Frederick Douglas' flight to freedom in 1863. The nearness of the train station and other active train stations conveys the idea that the "real railroad" is synonymous with the URR movement.

### Resource ID #45 – Wilmington Old Town Hall (U, I)

**Latitude: 39.742 North, Longitude: -75.550 West**

Built in 1798, the Wilmington Old Town Hall functioned as the center of legal, political, and civic activities during the time of Wilmington's mercantile-milling economy. The City Jail was housed here, where fugitive slaves were kept while awaiting return to their enslavers. Ironically, the city's dedicated anti-slavery activists also held meetings here, sometimes at their great peril.



The Federal-style structure housed the city's meeting chambers, offices and jail and served as the headquarters and gathering place of civic organizations and included a subscription library. The death of George Washington was observed there in 1799, as were receptions and dinners for the Marquis de Lafayette and President Andrew Jackson. Henry Clay's body was laid in state there in 1851. The Old Town Hall, which has now been restored to its classical beauty, provides space for exhibitions, programs and special events throughout the year. It is currently being developed as an African-American Heritage Center.

### Resource ID #46 – Thomas Garrett Home Site (U, I)

**Latitude: 39.741 North, Longitude: -75.552 West**



Thomas Garrett was one of the most important figures working on the Underground Railroad in Delaware and a prominent Wilmington Quaker who devoted his life to saving more than 2,700 enslaved people by the time the Civil War ended in 1865. His house in Wilmington was an important destination for many slaves traveling through Delaware, and the assistance he provided through food, clothing, shelter, and guidance on to free soil in Philadelphia was invaluable to the individuals who received this help. Not only did Garrett shelter fugitives in his own home, but he also worked with a network of activists in the city to make sure that there

was always a place for freedom seekers to stay. Garrett's contribution to Underground Railroad efforts is a remarkable achievement.

Garrett's house and store once stood at 227 Shipley Street in central Wilmington. Today, both the house and store are gone; all that is left to mark Garrett's presence in this area is a historic marker placed by the Delaware Public Archives. The historic marker is located about one block north and three blocks west of the site of Garrett's home. A QR code for smartphone interpretation has been added to the marker to provide more educational information. The site is considered to be an important part of the Underground Railroad route, and has been designated a Network to Freedom site.

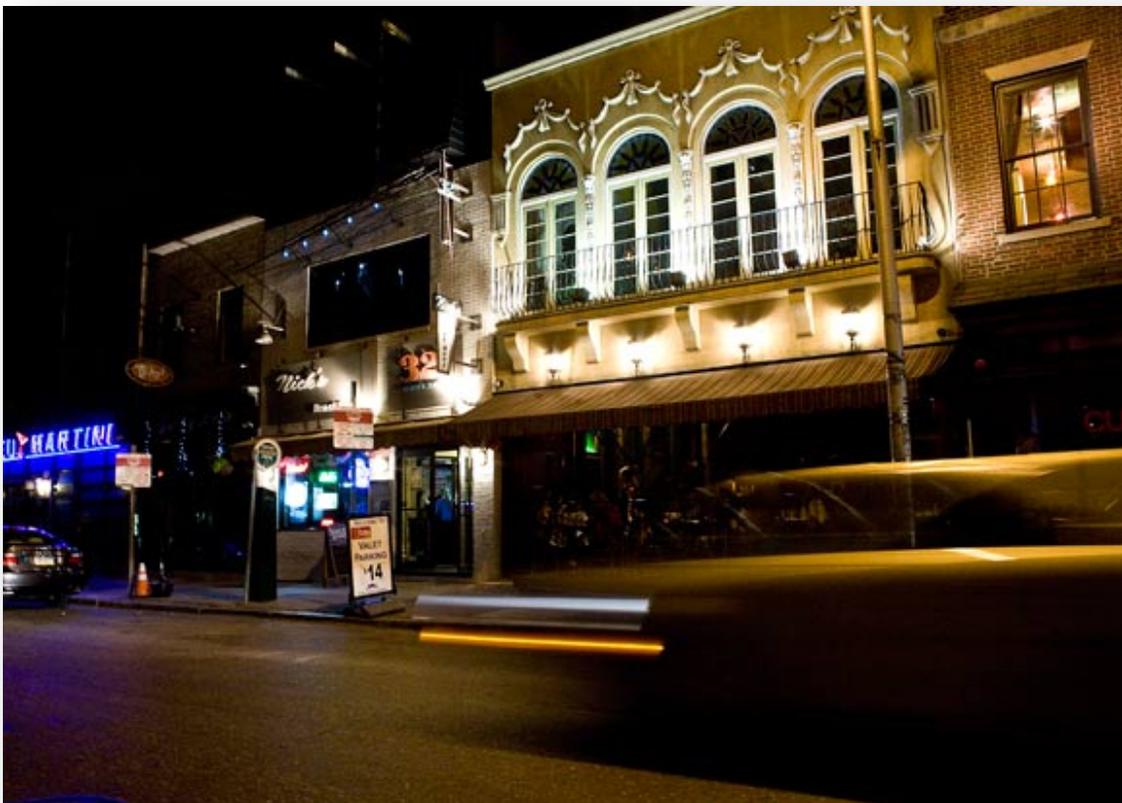


Some additional Black Conductors that were associated with Thomas Garrett are:

- Abraham Shadd was a leading abolitionist and community leader who left the state in 1850 to go to West Chester, Pa. In 1845 the Hawkins family had gone to his farm when they left Thomas Garrett's house in Wilmington. His daughter was Mary Ann Shadd Carey, editor of the newspaper *Provincial Freedman* in Chatham, Canada.
- Joseph Hamilton - Thomas Garrett writes to J.M. McKim in June 1860 that Joseph Hamilton was jailed for receiving stolen money. He stated that Joseph was one of the most efficient aides in forwarding slaves. His house was a regular stopping place.

**Resource ID #47 – Quaker Hill Historic District (C, E)**

Quakers were a very important part of the abolitionist movement and the Underground Railroad. Due to their religious beliefs, they viewed slavery as inherently evil and in violation of natural law. The Philadelphia Yearly Meeting of 1776 sanctioned disownment for slaveholding Friends who refused to free their slaves and Quakers in Delaware moved quickly to comply. Some Delaware Quakers did everything they could in the last three decades of the eighteenth century to end slavery in the state, petitioning the legislature on multiple occasions to ask for an end to the interstate slave trade and a gradual opposition law. When these measures failed, some Quakers turned to illegal means to resist slavery, and became involved in aiding fugitive slaves on their way north to freedom. The Quaker Hill area in Wilmington, home of many prominent abolitionists, was listed as a Historic District on the National Register of Historic Places in 1979, with an additional area added in 1985. The district was created to recognize the high concentration of historic structures in the area, including many from the nineteenth and early twentieth centuries. Today, the area has many of the same historic aspects as it did back then. The Quaker Hill District has a streetscape plan that should be referred to for possible partnerships and coordination on Byway improvements.



**Resource ID #48 – Wilmington Friends Meeting House  
and Cemetery (U, C, I)****Latitude: 39.742 North, Longitude: -75.554 West**

The current Wilmington Friends Meeting House, built in 1815, was the third structure erected on the site by the Wilmington Quaker community. This followed earlier meeting houses, which were built in 1738 and 1748. With religious beliefs that condemned slavery as immoral, Quakers were an important part of the Underground Railroad network throughout the United States. The Wilmington Meeting house may have been somewhat conservative in its views toward resistance to slavery, but it was one of the meetings attended by Thomas Garrett, one of the links of Delaware's Underground Railroad network. Garrett married his second wife, Rachel Mendenhall, in this Meeting House in 1830, and after his death in 1871 he was buried in the adjoining cemetery. Today, this Meeting House is still in use by the Wilmington Quaker community, largely unchanged from the era in which Thomas Garrett worshipped there. His grave lies under one of the grand old trees in the burial ground, marked by a simple Quaker headstone. It has also been designated a Network to Freedom site.



**Resource ID #49 – Elwood Garrett Home Site (C)****Latitude: 39.744 North, Longitude: -75.554 West**

Many of the sites related to the Underground Railroad in Wilmington are no longer standing and the rare structures that are still there are especially important to the interpretation of this historic location. The Elwood Garrett House on Washington Street in the Quaker Hill Historic District is an example of one such structure. Born on December 19, 1815, Elwood Garrett was the eldest son of Thomas Garrett and his first wife, Mary Sharpless. Elwood was originally trained as a machinist and started a business in Wilmington in 1850. Like his father, he attended the Wilmington Friends Meeting, and he most likely shared in his father's abolitionist leanings and activities. While it is unclear what role, if any, Elwood played in Underground Railroad activities, his home is significant as one of the few buildings with a possible Underground Railroad connection that still stands in Wilmington. This structure is the only remaining site linked to the Garrett family in the city.

**Resource ID #50 – Joseph Walker Home Site (U)****Latitude: 39.744 North, Longitude: -75.552 West**

Joseph Walker was another one of the Wilmington Underground Railroad operators, who was trusted by Thomas Garrett and was part of his network of friends. Born of a West Indian father and an English or Irish mother, Joseph Walker was a member of the African American community in Wilmington and made a living as a laborer. He is the only African American collaborator with Thomas Garrett mentioned in Professor Wilbur Siebert's records, and he worked as a trusted conductor, bringing freedom seekers from Wilmington to the Pennsylvania border. Walker once lived on Tatnall Street between 8th and 9th Streets, near Henry Craige, another conductor working with Garrett. Walker's home is no longer standing.



**Resource ID #51 – Henry Craige Home Site (U)****Latitude: 39.744 North, Longitude: -75.551 West**

Another trusted friend on Thomas Garrett's network was Henry Craige, a brick maker living in Wilmington at the height of the Underground Railroad. In a letter to William Still in 1856, Garrett give Craige high praise, saying, "Thee may take Harry Craige by the hand as a brother, true to the cause; he is one of our most efficient aids on the Rail Road, and worthy of full confidence." Craige once lived on Tatnall Street between 8th and 9th Streets, near Joseph Walker, another conductor working with Garrett. Craige's home is no longer standing, similar to Joseph Walker's home.

**Resource ID #52 – Centerville (C)****Latitude: 39.821 North, Longitude: -75.616 West**

As one of the main stations of Underground Railroad activity in Delaware, Wilmington was not only the ultimate destination for slaves moving through the state, but was also one of the first places where slaveholders and slave catchers would look for escaping runaways. Because of this, high-profile fugitives sometimes had to avoid Wilmington altogether, waiting in towns five or ten miles away for messengers from Thomas Garrett that would then forward them on to their next stop on the journey. One of those groups was a party of 28 from Dorchester County, Maryland, who fled in the fall of 1857 and made their way through Delaware with the help of William Brinkley. The party included seventeen children, among them two infants. Because the news of the escape had already reached Wilmington, Brinkley brought the party to Centerville, near the Pennsylvania border. While in the town, eighteen members of the group had a violent altercation with a mob of Irishmen that left one of the Irish attackers seriously wounded; one source said he was shot but survived,



while another maintains that he died from a stab wound. After this unfortunate occurrence, the freedom seekers were conducted safely to Canada.

## Resource ID #53 – Thomas Garrett Route to Longwood (C, E)

When approaching the border with Pennsylvania on the Harriet Tubman Underground Railroad Byway, there were several possible early historic roads to consider as part of the corridor. Kennett Pike, Concord Pike, and Philadelphia Pike were all constructed and operating by the early nineteenth century and any may have been used as a main travel way for freedom seekers to the first available Free State. Kennett Pike, which



has existed in this location in some form since 1811, was ultimately chosen by the Underground Railroad Coalition as it links Wilmington with abolitionist sites in Philadelphia, PA. These sites include Kennett Square and the Longwood Progressive Friends Meeting House about 3 miles north of the corridor termini at the Pennsylvania state line.. When providing directions to Oakdale, the home of his wife's cousins, Isaac and Dinah Mendenhall, Thomas Garrett often sent travelers along Kennett Pike. He also most likely used this road to travel to the Longwood Meeting.

### **Longwood Progressive Friends Meeting House**

In 1853, fifty-eight remarkable women and men issued a call for a "General Religious Convention" to be held at the Old Kennett Meeting. This call resulted in the creation of the Pennsylvania Yearly Meeting of Progressive Friends whose annual meetings, held from 1853 to 1940, were a beacon to reformers throughout the United States. The Longwood Meeting House opened in 1855. Lucretia Mott, the Quaker advocate for abolition and woman's rights, William Lloyd Garrison, editor of the *Liberator*, Sojourner Truth, a former slave turned lecturer, Susan B. Anthony, the champion of the women's suffrage movement, Unitarian clergyman Theodore Parker and others were active participants at Longwood in the 1850s and 1860s. In addition, Thomas Garrett of Wilmington, Delaware, a founder of Longwood, was heavily fined for his participation in the Underground Railroad, yet over his career aided over three thousand fugitives to freedom. (Source: *Truth for Authority, Not Authority for Truth*, [www.undergroundrr.kennett.net](http://www.undergroundrr.kennett.net), 2012)

### 3.2 Secondary Resources

Secondary resources are important attractors and destinations for the Scenic Byway corridor, though they may not reflect the corridor story directly and are therefore considered to be Secondary. These Secondary resources may not enhance or interpret the Harriet Tubman and/or the Underground Railroad story, but they offer significant points of interest or resources to the Byway traveler.

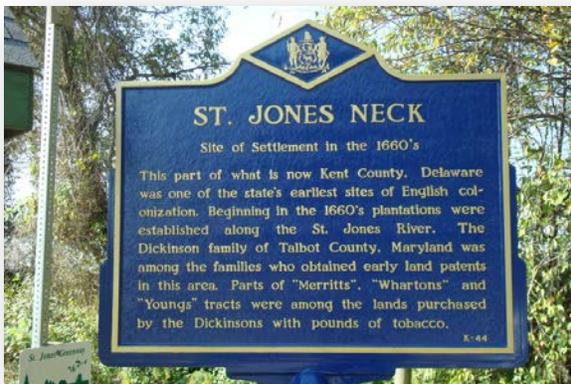
#### 3.2.1 Segment I – Secondary Resources

#### Resource ID #18 – Delaware National Estuarine Research Reserve

Latitude: 39.102 West, Longitude: -75.442 North

The Delaware National Estuarine Research Reserve is one of 28 such reserves across the country created to promote the responsible use and management of the nation's estuaries through a program which combines scientific research, education and stewardship. It was established in 1993, and is a cooperative program between the State of Delaware and the National Oceanic and Atmospheric Administration. The DNERR is made up of two (2) main components, the Blackbird Creek Reserve and the St. Jones Reserve. Both sites have brackish and freshwater estuaries (where fresh and salt water mix to form a unique ecosystem). The two (2) reserves also offer several miles of trails, interactive activities and exhibits, a recycling center, canoe launch, and many other programs and volunteer opportunities for the surrounding community.

Reserve hours: St. Jones Reserve, Center for Estuarine Studies in Dover, DE – Trails are open from dawn to dusk, 7 days a week.; Blackbird Creek Reserve in Townsend, DE – Trails and canoe/kayak launch are open from dawn to dusk, 7 days a week.



## Resource ID #19 – John Dickinson Plantation

Latitude: 39.105 North, Longitude: -75.450 West



John Dickinson was known as the “Penman of the Revolution” for writing *Letters from a Farmer in Pennsylvania*. He was an American lawyer and politician from Philadelphia, Pennsylvania and Wilmington, Delaware. He was also a militia officer during the American Revolution, a Continental Congressman from Pennsylvania and Delaware, a delegate to the U.S. Constitutional Convention of 1787, President of Delaware and President of Pennsylvania. John Dickinson was one of our country’s founding fathers, but may not be celebrated as much as Washington, Jefferson, and Franklin because he was opposed to American Independence. He tried very hard to reconcile differences between the United States and Great Britain, to no avail. It was for this reason that he refrained from voting and signing the Declaration of Independence.



John Dickinson was a slaveholder and at one time, was reported to own as many as 37 slaves. He used them in the typical manner of labor and divided his slaves among his properties as needed for agricultural work. He was reported to have bought and traded slaves with others in order to keep families together. When asked, he purchased a slave to keep her from being sold out of state and away from friends and family. He was very specific as to the care and treatment of his slaves as he saw them as a valuable investment.

In time, John Dickinson made the difficult decision to manumit, or set slaves free. This was being urged by the Philadelphia Quakers, with whom John had strong ties with. In 1786, he unconditionally manumitted his remaining slaves. The cost to John Dickinson was high and impacted his business, but he held strong to his decision. In 1786 he unconditionally manumitted his slaves. These acts show that John Dickinson was influenced by the Quakers reaction to slavery and took action on his own to free his slaves.

A quote once stated by John Dickinson reads:

“As Congress is now to legislate for our extensive territory lately acquired, I pray to Heaven that they curse not the inhabitants of those regions, and of the United States in general, with a permission to introduce bondage [slavery].” (Charles J. Stille, *The Life and Times of John Dickinson* (Philadelphia: J.B. Lippincott Company, 1898) p. 324)

## Resource ID #20 – First State Heritage Park Welcome Center and Galleries (Delaware Public Archives)

Latitude: 39.159 North, Longitude: -75.520 West



The First State Heritage Park is Delaware’s first urban “park without boundaries” located in the capital city of Dover. There are two (2) state capitol buildings in the First State Heritage Park. The Old State House, which was built

in 1791 and Legislative Hall, which replaced it as the seat of the state government in 1933, are both located here. There are other buildings and attractions here also. Travelers can view early phonographs at the Johnson Victrola Museum, a collection of mid-Atlantic art at the Biggs Museum of American Art, historical documents preserved at the Delaware Public Archives, Woodburn (the official residence of Delaware’s many Governors), the John Bell House on The Green, Dover’s oldest wooden building, and many different exhibits at the Welcome Center and Galleries.



### 3.2.2 Segment 2 – Secondary Resources

#### Resource ID #21 – Bombay Hook National Wildlife Refuge

Latitude: 39.258 North, Longitude: -75.477 West

Bombay Hook National Wildlife Refuge is the site of Whitehall Plantation, which was the location of a well-documented Delaware rebellion of enslaved people to unfair treatment by overseers at the turn of the 19th century.

Also, Bombay Hook National Wildlife Refuge holds protection over one of the largest remaining expanses of tidal salt marsh in the mid-Atlantic region. Located along the coast of Delaware, the refuge is composed mostly of marsh, but also includes freshwater impoundments and upland habitats that are managed for migratory birds and other wildlife. The refuge was established in 1937 as a link in a chain of refuges extending from Canada, south to the Gulf of Mexico. Protection and conservation for migratory birds and wildlife has increased here over the years, partly due to the management of the area and the loss of other habitats along the Atlantic.



#### Resource ID #26 – Old Saint Anne’s Episcopal Church

Latitude: 39.436 North, Longitude: -75.713 West

Old Saint Anne's Church existed during the Underground Railroad period and would have been a witness to the events of that time. The graveyard includes the burials of individuals tangentially involved in the history of the Underground Railroad in the Middletown area.

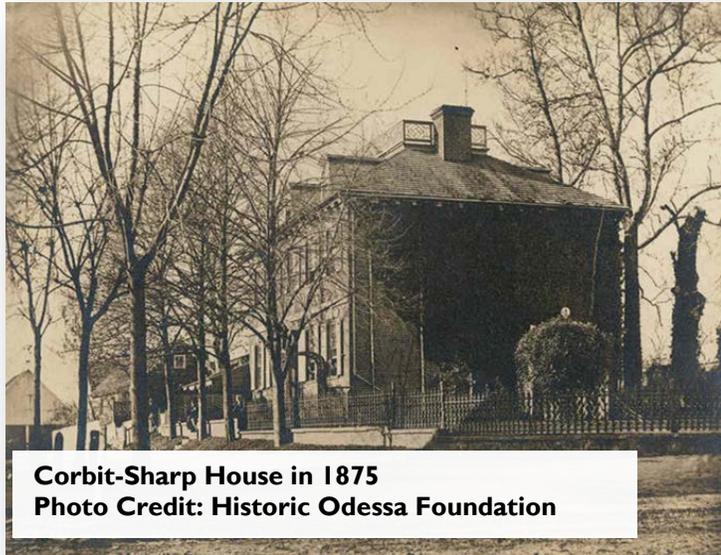
A log chapel was established at this site in 1705, in the area known as “Appoquinimy” with the Reverend Thomas Jenkins appointed its first missionary in 1708. The church is named after Queen Anne of England, who was rumored to have been a patron. The current church on this site was built from 1765 to 1771 through efforts by the Reverend Philip Reading, who was also buried here in 1778.



**Resource ID #29 – Odessa Historic District****Latitude: 39.454 North, Longitude: -75.657 West**

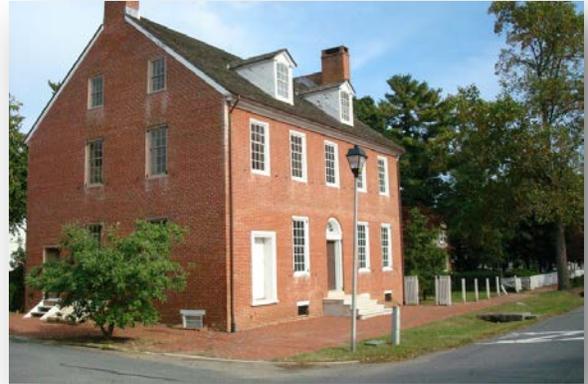
The Odessa Historic District provides a wonderful collection of Underground Railroad era buildings wonderfully preserved and accessible to the travelling public. Located along the banks of the Appoquinimink River, this preserved little town offers visitors a first-hand glimpse of life in 1800's.

Listed on the National Register of Historic Places in 1971 the Odessa Historic District includes a significant building called the Corbit-Sharp House that holds many stories related to the HTURB. The Corbit Sharp House was the home of well-known abolitionist Daniel Corbit. Here the Historic Odessa Foundation interprets a story documented by Corbit's daughter, concerning a freedom seeker hid by her mother in an eve closet to evade local deputies.



**Corbit-Sharp House in 1875**  
**Photo Credit: Historic Odessa Foundation**

The Corbit-Sharp House is a National Historic Landmark and a National Underground Railroad Network to Freedom site. There are guided tours offered all year-round, to give travelers a glimpse back into the 18<sup>th</sup> century.



The district also includes many 18th and early 19th century buildings, like the Corbit-Sharp House (c. 1774); Wilson-Warner House (c. 1769); Collins-Sharp House (c. 1700); Brick Hotel (c. 1822); and Odessa Bank (c. 1853). The Odessa Historic District holds a collection of over 4,000 objects and spans an interpretive period in regional decorative arts from 1760 through 1850.

### 3.2.3 Segment 3 – Secondary Resources

#### Resource ID #31 – Port Penn Interpretive Center

Latitude: 39.518 North, Longitude: -75.580 West



The Port Penn Interpretive Center was originally a schoolhouse, which was built in 1886. It is located in the town of Port Penn, which is over 350 year old. The town is surrounded by a large 1,000+ acre marsh and the Delaware River. The Port Penn Interpretive Center displays exhibits on town life, historic hunting decoys, fishing, fur trapping, community baseball and local artwork. Hours: Friday-Sunday 9am-5pm, self-guided tour of building.

**Resource ID #32 – Augustine Wildlife Area****Latitude: 39.518 North, Longitude: -75.575 West**

Augustine Wildlife Area consists of four (4) large land tracts totaling almost 2,700 acres of wilderness near Port Penn and the Delaware River. The wildlife area offers many spots for fishing and hunting, during their respective seasons. There are many other recreational opportunities in this area, like boating, bird-watching and picnic locations.

**Resource ID #33 – Fort Delaware (E)****Latitude: 39.59 North, Longitude: -75.571 West**

Fort Delaware is situated on Pea Patch Island in the Delaware River about a mile east of Delaware City. The intent of constructing the fort was to serve as protection for the ports of Wilmington and Philadelphia. Dating back to the first earthworks constructed at this location during the War of 1812, Fort Delaware served as a prison for Confederate prisoners of war and Southern sympathizers during the Civil War. Fort Delaware was described as hell on earth for the many Confederate soldiers that found the misfortune of being imprisoned there. Prisoners were not housed in the fort itself. They were housed in crudely constructed barracks located over much of the island.



By June of 1863, estimates at the numbers of prisoners held at Fort Delaware range from 8,000 to 12,500 prisoners on the island. By the end of the war, an estimated 40,000 prisoners had occupied Fort Delaware. Barracks to house them eventually covered much of Pea Patch Island. The strongest form of security at Fort Delaware was the Delaware River itself. Reports vary, but there may have been as many as 1,000 attempted escapes from the island, but few successes given the strong river currents. Water for the prisoners was supplied through two (2) rain barrels and at times was too polluted for consumption. Prisoners were given one (1)

blanket or one (1) overcoat – never both. The Fort also housed political prisoners, such as Governor E.R. Lubbock, governor of Texas and the last prisoner at the Fort. During incarceration, approximately 2,700 prisoners died, 2,400 of which are buried at Finn’s Point National Cemetery in New Jersey. Research to document the presence of Free Blacks on the island as “contraband” laborers is on-going.

### Resource ID #36 – Fort DuPont State Park

Latitude: 39.567 North, Longitude: -75.588 West



Fort DuPont State Park is located in the Delaware City area and is named for Rear Admiral Samuel Francis du Pont. The Fort was actively used as a military base from the Civil War through World War II. After World War II, the Fort was given to the State of Delaware and has been used for various purposes, including the Governor Bacon Health Center. Portions of the land were dedicated as a Delaware State Park in 1992. The park features 322 acres along the scenic Delaware River and the

Chesapeake and Delaware Canal. It is open year-round, and provides opportunities for passive recreation including picnicking, fishing, and hiking. A self-guided trail is available for visitors to explore the site's rich historic past. For those interested in more active recreation, the park provides both tennis and basketball courts and a boat launch to the C&D branch canal.

### Resource ID #38 – New Castle Historic District

Latitude: 39.661 North, Longitude: -75.565 West

The Town of New Castle is a Delaware community that truly reflects the history and culture of the HTURB. The historic district is an area approximately 4 x 5 blocks in the center of town including about 500 historic buildings that date from circa 1700 to 1940. Here you will find great examples of colonial, Dutch and Federal architecture. In 1682 William Penn stepped foot in the New World here for the first time and a marker commemorates this landing at the corner of The Strand and Delaware Street.

The town has been named a National Landmark Historic District, so any renovations and restorations to structures are carefully monitored and designed in a manner that reflects historical architecture. A few must see gems are the New Castle Court House, the New Castle Presbyterian Church, and The Read House & Gardens, which are located on The Strand. Many structures throughout town perished in The Great Fire of 1824.



*A view of the New Castle waterfront in 1830*, by Robert Shaw, from a mural aboard a Delaware River steamer. On the jacket cover of *350 Years of New Castle, Delaware*, by Constance J. Cooper, 2001. Courtesy of the Historical Society of Delaware.