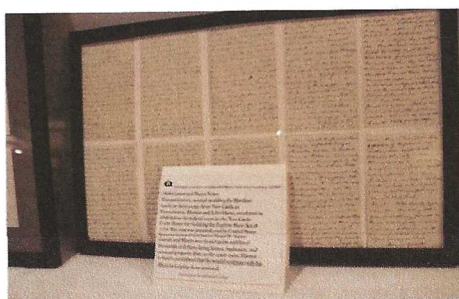
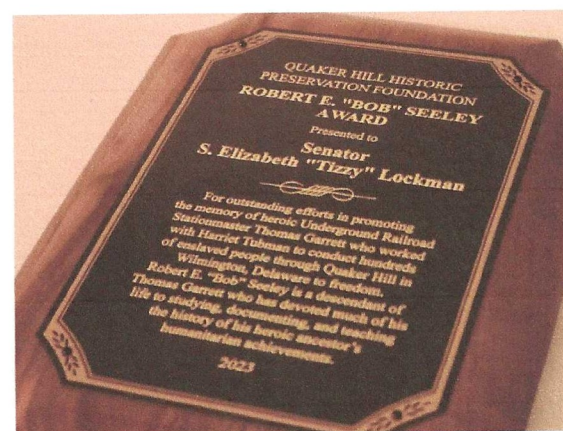


Thomas Garrett Dinner

On November 8, 2023, the Foundation held its Thomas Garrett Dinner, a celebration of the heroic humanitarian Underground Railroad accomplishments of Thomas Garrett in Quaker Hill. Seventy one guests joined us in a very entertaining and informative evening. Our principal speaker was State Senator S. Elizabeth "Tizzy" Lockman who inspired us with historical references to Garrett and other brave Americans who stood up against the injustices of their time.

The evening was highlighted by the presentation of our "Bob" Seeley award to Congresswoman Lisa Blunt Rochester, Senator Lockman, Representative Stephanie Bolden and Councilman Nathan Field for their tremendous efforts in promoting the history of Thomas Garrett in Quaker Hill.

Bob Seeley is a descendant of Thomas Garrett. Over the years, Bob has worked tirelessly to promote the memory of his courageous ancestor. This past spring, Bob addressed both the Delaware House and Senate with a moving speech concerning House Resolution 180 introduced by Congresswoman Rochester to honor Garrett. Both chambers supported the resolution, giving Bob a standing ovation. Bob continues to honor, educate, and celebrate the many heroes involved on the road to freedom. For many years Bob was a member of our board and those of us who know him admire those strong Garrett genes.



In this Issue:

Maritime Underground Railroad Agent, Captain James W. Fountain

The Rocks and the Underground Railroad: Captain Fountain

by Debra Campagnari Martin

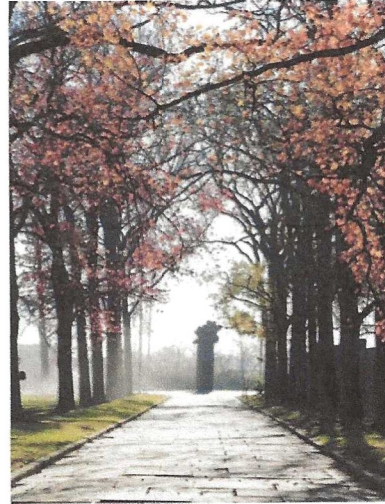
In 2020 I undertook a public interpretive project to honor the Underground Railroad partnerships that came together at the “The Rocks” in Wilmington, Delaware, now also known as Fort Christina Park. This outcropping is where tradition holds that the Swedes and Finns first anchored in 1638 and founded the outpost of New Sweden. This landscape in the 19th century was considered a secondary anchorage, the primary being the extensive wharves on the Christina River near the foot of Market Street, the city’s largest and busiest industrial area. The quieter industrial landscape of The Rocks made it a favored place to conduct the secret business of the Underground Railroad, particularly at night when the foundries, shipyards and railcar works were silent. In this location, maritime and terrestrial agents of the Underground Railroad met and moved dozens of freedom seekers from tidewater Virginia, eastern North Carolina, and Maryland through Delaware and on to northern states and Canada.

While Thomas Garrett, the Quaker “stationmaster” of the Wilmington Underground Railroad is comparatively well known in Delaware and the northeast, his local collaborators are far less known and appreciated. Also operating at The Rocks were Henry A. Craig, Jr., a free Black landowner, family man and brickmaker who worked in the East Side neighborhood of Wilmington; his employer, a Quaker and UR agent, John Hilles, whose brickyard was not far from The Rocks; and the enigmatic and daring schooner captain, James Fountain, resident of the East Side. There were likely others of the Wilmington network who received and escorted freedom seekers from The Rocks, but their names do not appear in the known primary documents.

My first task in gathering reliable information for the history panel was to verify Fountain’s name. In the known correspondence between Thomas Garrett and his Philadelphia counterpart, William Still, Garrett used a first name for the captain only once, calling him “Alfred” in a July 10, 1860, letter. William Still never used a first name for Fountain. Several well-respected researchers writing in the latter 20th century¹ tried to verify the connection with “Alfred Fountain,” but came up empty. They suggested that a more likely candidate was the “James Fountain” listed as “sea captain” or “waterman” in city directories as early as 1845. When online sources were still thin, I happened upon a local story repeated in a California paper that reported the death of Captain James Fountain of Wilmington during a devastating two-day cyclone in October 1878, and it gave the name of the ship he was sailing. This seemed a promising new research thread. The late historian, Peter Dalleo encouraged me to continue the research, and

shared notes of his own frustrating attempts to verify other, scattered Fountain references. What follows is the process of “discovering” the real Captain James Watson Fountain and his story.

¹ Priscilla Thompson (1986), Harriet Tubman, Thomas Garrett, and the Underground, Delaware History Vol 22:1; Kate Clifford Larson and Robin Bodo (2009), The Underground Railroad in Delaware: A Research Context: <https://www.ugrrdelaware.org/resources/>; Peter Dalleo, pers. comm, Debra Martin, 2009).



Fort Christina Park at The Rocks, anchoring place of Captain Fountain. E. Lynn Dilliplane, 2021



Garrett and Craig descendants assisting with “The Rocks” panel unveiling, September 25, 2022, East 7th Street and Swedes Landing Road.



Descendants of Underground Railroad operative, Henry A. Craig, Jr., with the author at the dedication of the history panel, 9/25/2022. Craig was one of the Wilmington agents who welcomed freedom-seekers transported by Fountain.

Esteem'd Friend, William Still:

Wilmington, 7th mo. 10th. 1860

Thine of the 7th reach'd me yesterday morning. I have made inquiry for Alfred Fountain and the Bailey's. The rebels burn'd Fountain's vessel at Norfolk, last year, and he is now a volunteer in McClellan's Army. One of the Bailey's is a prisoner in Richmond. Another sold his vessel last fall, and I cannot learn what became of the other. There is but one vessel that sails from here that I know of, he is a clever fellow, and I am not certain what his feelings are towards the colour'd people, more especially Contrabands. His name is Captain Applin (of the) sloop Alfred. He is in Philadelphia today, and I will try to see him on his return, (to find out) who wants (to) purchase the coal in Phila and to whom would it be consigned in Washington. I would like to be able to answer all those questions if I found a Captain willing to undertake it. I hear just now that Baileys has been taken out of prison in Richmond, and is now in the rebel army there, if you do not get suited, I will see Captain Applin and ascertain what he will do, thy friend.

-Thos. Garrett

In this letter to William Still in Philadelphia, Thomas Garrett referred to his Underground Railroad associate and fellow Wilmingtonian, Captain Fountain. The text of the letter was made widely available when it was published in 1977 along with the other known letters of Garrett in James McGowan's essential book, *Stationmaster on the Underground Railroad, The Life and Letters of Thomas Garrett*, and the idea of "Alfred" Fountain, maritime Underground Railroad agent, spread. With that mistake or deception of Garrett's, the true name of Captain Fountain has been largely hidden from published history for over 160 years.

So, why is Captain Fountain's name not "Alfred?" Of their known letters between 1854 and 1860, Garrett and Still were somewhat secretive about the captain's name, using "Capt. F," "Fountain," or "F-t-n." Checking city directories and the census for an Alfred Fountain with a sea-faring career turned up nothing. But there was a "sailor" and "ship captain" named "James Fountain" there consistently. An "Alfred Fountain" does appear in a sampling of city directories (1875, 1879, and 1892), but was consistently listed as a "barber." His Wilmington death record (1903) confirmed him as a barber (not as a sailor) and his race as "Col[ored]," an attribute never mentioned by Garrett or Still. The death record also confirmed his birthdate as c.1840, making him only 10 years old in 1850, the decade of Captain Fountain's involvement in the maritime Underground Railroad. Other finds of "Alfred" Fountain in Delaware led to a Black blacksmith from Kent County who served in the Civil War² and another Black Kent County resident born in 1881 (WWI Draft Registration card). None of the three Alfred Fountains ticked the boxes for the maritime Underground Railroad agent of Wilmington.

Did Garrett simply make a mistake in his letter? The tone of it certainly seems to indicate that he was distressed and anxious. Still had characterized the time following John Brown's raid and his execution as one of great anxiety, as Brown's supporters and the entire UR community waited for what seemed inevitable—retribution. Mob violence was expected. Still observed that "The air was thick with vague apprehension and rumor." Months later, the sense of gloom and desperation seemed to hang about Garrett as well. He recounted for Still that the number of maritime Underground Railroad agents had been greatly reduced (the number may have been zero at that time, due to capture and imprisonment, death or retirement from the dangerous business) and he seemed desperate to find another willing captain. Garrett's somewhat coded message is focused on speaking to a "Captain Applin" of the sloop *Alfred*. With the sloop's name on his mind, and in an anxious state, did Garrett simply make a mistake in referring to Fountain? Was it intentional deception? It is also possible that Garrett knew 20-year-old Alfred Fountain, a Wilmington barber, since he maintained close ties with the free Black community, and confused the names. There are other, more easily corrected errors in the letter as well, such as the faulty rumors about maritime agent, Captain William Baylis being released from the Richmond penitentiary and joining the rebel army, when in fact he remained in prison until March of 1865, shortly before the end of the War, having received a pardon from Governor Smith of Virginia. Baylis returned home to Wilmington, Delaware after his release.³ Garrett's mention of the burning of Fountain's ship prior to July 1860 is unverified. Additionally, Fountain is confirmed in military records⁴ as having served in the Union Navy, not the Army.

² Civil War Draft Records, 1863-1865 (Ancestry.com)

³ A Slave Dealer's Story, Times and Dispatch (Reading, PA) 13 May 1879. Note that Baylis' story contains some factual errors concerning Fountain's fate in 1878.

⁴ Pension application of Isabella Fountain, 1890-91 (Fold3)

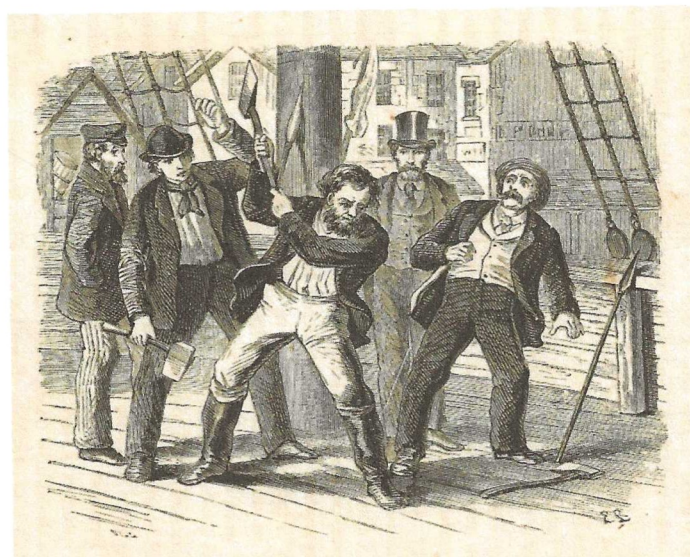
After two years of inquiry for Captain James Watson Fountain, by 2022 the story had been fleshed out to include the family's move to North Carolina; the burning of his ship in 1862 by retreating Confederates; his service in the U.S. Navy; and, family details, including his death in peacetime. Then, in the first week of March 2022, one week before presenting this research to the public, a Fountain family genealogy surfaced at the Riverview Cemetery office in Wilmington. Completed in 1965 by Harry Sharp, Captain Fountain's great grandson, it included stunning information from boyhood conversations Sharp recalled with his elderly Great Aunt Elizabeth, Fountain's eldest daughter, who was born in 1840. The document is both a treasure trove and a puzzle. It filled in some nagging, missing pieces in the research and offered a great deal more to think about for this complicated hero of William Still's glowing narrative.⁵

Early Life

Fountain was born in Maryland on March 4, 1812, where his father William had settled along the Chesapeake after leaving France with his two siblings in 1783, surviving the French Revolution. The family history holds that they traveled on the ship *American Eagle* along with 14 duPont family emigres. James was a sailor from a very early age, calling at ports in the Chesapeake and in coastal North and South Carolina. He relocated to Wilmington at an unknown date, and at age 27 married Isabella Christy,⁶ the third child of a large, seafaring family well-known to the Delaware duPonts. From 1839 until 1850 there are few other details of Fountain's life except for the baptisms of his children and census data from 1850. Shipping news from the early 1850s fixed his "home port" as Baltimore, though his residence was in the East Side neighborhood of Wilmington. Fountain hauled grain and other freight on the schooners *Eliza S* for H. Kelsey and Company, and *Millville* for two packet boat companies, including Brown and Son's Canal Line between 1850 and 1853.⁷ This confirms that Fountain was well acquainted with the Chesapeake & Delaware Canal, the most efficient route between Tidewater Virginia, Baltimore, and Philadelphia.

Maritime Agent of the Underground Railroad

Thomas Garrett's surviving letters and William Still's accounts of Fountain document his Underground Railroad involvement between November 1855 and November 1857. It is not clear if he owned a ship in 1855, but he apparently outfitted a ship, name unknown, with a false bulkhead to better conceal fugitives.



THE MAYOR AND POLICE OF NORFOLK SEARCHING CAPT. FOUNTAIN'S SCHOONER.

Engraving by Wilbur Osler for William Still, *The Underground Railroad* (1872)

The earliest known evidence for Fountain's Underground Railroad activity is the 1855 mission that inspired this engraving. It depicts the Mayor of Norfolk and the police attempting to search Fountain's ship, and his shocking reaction. In the mid-1850s the State of Virginia regularly searched departing vessels for hidden freedom seekers. The land-based Underground Railroad was alive and well in Tidewater Virginia, particularly in the Black community that surrounded the extensive wharves, and the magistrates sought to stop it. Virginia finally legalized the search practice with an 1856 law that included charging departing captains five dollars for the privilege. In Still's story, the Mayor of Norfolk and several police officers boarded Fountain's ship and went about randomly poking long shafts into his cargo of wheat but not finding the fugitives they expected. They decided that they needed to chop a hole in the deck to search for a hidden compartment but were doing a clumsy job of things. Frustrated, Fountain, described as a large and imposing man, decided to deceive them with a show of violent bravado. He grabbed the axe and told them to point to the spot they wanted opened, and he would do it quickly. The boarding party was startled when he started chopping at his own deck in earnest, causing splinters to fly. They left the ship, never finding the 21 people that were hiding in the purpose-built compartment below.

⁵ William Still (1872), *The Underground Railroad*, p. 165-169. See scan: <https://archive.org/details/undergroundrail00stil/mode/2up?view=theater>

⁶ At Asbury M.E. Church, Wilmington, Delaware, August 7, 1839. Sharp Genealogy (1965).

⁷ *American and Commercial Daily Advertiser*, 13 Aug 1850 & 2 May 1853; *The North American*, 29 July 1853.

William Still plainly admired Captain Fountain. He described him as tender-hearted and gentle behind his rugged and daring façade, and dedicated to the plight of the enslaved. Still concluded that Fountain was not particularly mindful of the danger of his missions. "He had his own convictions about dying and the future, and he declared, that he had 'no fear of death,' however it might come. Still, he was not disposed to be reckless or needlessly to imperil his life or the lives of those he undertook to aid. Nor was he averse to receiving compensation for his services."⁸ On this last observation, Fountain's daughter, Elizabeth, confirmed that her father took payment from freedom seekers. Most, if not all, maritime agents charged for their services, no doubt to offset the risk of losing their livelihoods and their freedom if caught, which might leave their families destitute. What is problematic, however, is Elizabeth's recollection that Quakers paid twenty dollars for each fugitive Fountain delivered. Given that not all Quakers approved of the illegal practices of the Underground Railroad, and that all "stationmasters" were frequently strapped for funds, this recollection is questionable.⁹ Nonetheless, Elizabeth recalled her father coming home from trips and depositing gold coins in her mother's lap, telling her to save them. Her mother and siblings were desperately unhappy about the danger of this side work.

Sometime between May of 1858¹² but before the census in the summer of 1860, Fountain quit the Underground Railroad business and moved his family to North Carolina. In 1860 they were enumerated in North Creek, Beaufort County, a remote area on Pamlico Sound. According to Elizabeth Fountain, her father thought of trying his hand as a farmer and purchased a plantation of 243 acres on the north side of the Tar River, territory settled by Fountain's mother, Elizabeth Watson's family. The plantation came with enslaved laborers. What did that mean for a person who

had just devoted four years to the intense business of the Underground Railroad?

Elizabeth noted that her father freed the slaves he owned "...not because he was opposed to slavery, but because he considered it economically impossible." She said he wanted to hire local white workers but felt obligated to the Black residents because they had known no other home. This leaves us to assume that he kept the formerly enslaved Black residents on and paid them wages. Such an action would have been an extremely unpopular undertaking for this relative newcomer to North Carolina, especially with the heightened tensions of the brewing Civil War. Further research is needed.

Whether farming was not all Fountain had hoped or because he had a sufficient workforce to tend the farm for him, he was sailing again by at least 1860, on the schooner, *Charles T Ford* between his North Carolina home and Philadelphia. A shipping notation indicated that he carried lumber from Wades Point, NC, a forested peninsula near North Creek and opposite one of the few inlets of the Outer Banks.¹³

⁸ Still (1872), pp165-168.

⁹ www.officialdata.org calculates that \$20 in the 1850s is the equivalent of \$722 in 2024.

¹⁰ McGowan (1977 (2005 edition)), pp142, 144, 146.

¹¹ Still (1872), p333

¹² City directory information was collected until May of 1858 for the 1859 directory, where the Fountains appear.

¹³ Marine Intelligence, The Press (Philadelphia), 3 April 1860

These additional letters document some of Fountain's later missions:

November 4, 1856. Garrett to J. Miller McKim and William Still: "Captain F. has arrived here this day with four able-bodied men. One...has been engaged in sawing lumber, a second, a good house carpenter, a third a blacksmith and the fourth a good farm hand [from North Carolina]..."

September 6, 1857. Garrett to Still: "This evening I will send to thy care four of God's poor. Severn Johnson. a true man. will go with them tonight to thy house... We are indebted to Captain F-t-n for those..."

November 25, 1857. Garrett to Still: "I write to inform thee, that Captain Fountain has arrived this evening from the South with men, one of which is nearly naked...He has been in the swamps of Carolina for eighteen months..."¹⁰

In **1858**, Thomas F. Page, a freedom seeker who passed through William Still's office on March 25, 1856, wrote to Still from New York asking after certain people, including Captain Fountain, and inviting Fountain to Boston where "...many of his friends would like to see him."¹¹

Civil War Service

In about 1861, with war likely, Fountain quietly tried to raise a company of volunteers for the Army of the North. When some his pro-slavery neighbors found out, they were enraged and hatched a plot to seize him and hang him (the family history term was “hand him to a tree,” which is taken by historians to refer to lynching). Fountain was tipped off in time to escape to the north in a small boat, possibly making his way to Baltimore. When the mob arrived in the dead of night, they found Fountain gone. They left the family untouched, but according to Elizabeth they burned his ship and a stockpile of lumber intended for an addition to the house. The timing of the ship burning is problematic and unconfirmed, however, as will be explained later. The family, minus James, moved to New Bern at some point, perhaps after this terrifying incident. When Fountain returned home, Elizabeth said it was “...with the squadron that was part of the capture of Forts Hatteras and Clark,” which places his return after late August of 1861.

She says he received a U.S. Navy warrant from family friend, Captain Samuel Francis duPont,¹⁴ since duPont was well-aware of his skills in navigating the perilous and forbidding shallow waters of eastern North and South Carolina. According to naval records,¹⁵ Fountain, aged 50, mustered in in October 1862 after the March 1862 Battle of New Bern and Union victory. Union control of New Bern attracted many freedom seekers to the city from surrounding areas and swelled the population. Elizabeth described what seems to be the second battle of New Bern in 1864 and the chaos of the evacuation of white and Black inhabitants in boats to get out of range of cannon fire.

Following defeat at the first battle of New Bern in 1862 and the evacuation of Fort Hill, the retreating Confederate Army destroyed ships and repair supplies to keep them out of Union hands. In this report, Captain W. Jordan Walker of Clark's Skirmishers detailed the orders he carried out on March 13, 1862 at Washington, North Carolina, where Fountain's ship, the *Charles T. Ford* was docked.

This burning might have been a delayed retaliation for Fountain's attempt to raise volunteers for the North, or it was merely expedient. At any rate, the ship full of lumber that Fountain was sailing in April 1860 between Wades Point and Philadelphia is very likely the same ship docked on the Tar River in Washington, N.C. and burned in March 1862. About this resource: The Supplement to the Official Records of the Union and Confederate Armies is a 100-volume set full of amazing data that mere mortals can find almost nowhere. I turned up a tiny snippet of this in a Google search, and then spent months of the COVID pandemic (when no repositories were open to the public) trying to find a library with the right volume and staff willing to help. A very generous person at Columbia University reached out to the New York City Public Library on my behalf. This work

“I found considerable quantities of naval stores in the town of Washington which could not be destroyed without endangering the town, it being a very tedious job to cart it outside the limits of the town, to a point at which it might be burned with safety and not knowing how soon the enemy might arrive to seize all such property. I had the naval stores put on board the schooner, Charles T. Ford, owned by James T. Fountain¹⁶ and the brig Hannah Balch, a prize taken from the Federals some months before, and they towed into the stream and burned. I continued to destroy cotton and naval stores day and night...”¹⁷

seems to exist in select universities and other libraries, but not in full sets. The collection was digitized at some point, but that format does not seem to be available to the public under any conditions (as of this writing).

James Watson Fountain was appointed as a Pilot, Acting Master and Master in his Naval career. He served aboard the U.S. Navy command ship, *Hetzel*, as well as the *Matlabesset* and the *Sassacus*, all steam-powered gunboats of the North Atlantic Blockade Squadron. He also was assigned Acting Master of the Brant Island Shoals light vessel, anchored near Corolla, N.C. in 1863, when it returned from repairs.¹⁸ For lightship service he was paid \$500 per year. Service on gunboats paid \$100 more.¹⁹ Duty in this chaotic and dangerous theatre seems as though it perfectly suited the daring Captain Fountain.

Fountain mustered out of the Navy in May 1865 and remained in North Carolina for a while. He may have returned to farming, but it didn't last. Elizabeth Fountain said that they lost their land to post-war taxes and the despised “carpetbaggers.” The family returned to Wilmington, Delaware c. 1867 and were enumerated in the 1870 census. James and Isabella had a three-year-old daughter, Julia, and daughter Sarah (now Lewis) had a five-year-old son, Willard, both children born in North Carolina.

¹⁴ Samuel Francis duPont was a distinguished Naval officer, later promoted to Admiral.

¹⁵ Isabella Fountain, Widow's Pension Application, 1891 (Fold3).

¹⁶ The middle initial is incorrect.

¹⁷ The Supplement to the Official Records of the Union and Confederate Armies (compiled 1996), Vol. 1, p 600-601.

¹⁸ The lightship was captured from the Confederates, accidentally sunk by Union forces, and returned to service in 1863. Around the same time, plans were made to replace it with an iron lighthouse, and the lightship was moved to New Bern to become an obstruction in the Trent or Neuse Rivers. <https://lighthousefriends.com>

¹⁹ Register of Officers and Agents, Civil, Military and Naval in the service of the United States, Lighthouses. Report of the Treasury Department, September 30, 1863 (Ancestry)

Most of the adult children went to work in nearby shoe and rail car factories, and James returned to the sea as a merchant ship captain, sailing the *Estelle Bright* for Wilmington merchant, Harry Bright, on regular runs for sand from Bombay Hook on the Delaware Bay and from the “Jersey Shore.” In a departure from his regular duties, he was employed in 1870 to sail the *Estelle Bright* on a week-long pleasure cruise “down the Bay” for about 15 businessmen from Wilmington and Chester County, Pennsylvania.

Among the men was Howard Garrett,²⁰ the grandson of Thomas Garrett. In December 1877, perhaps foreshadowing the great tragedy the following year, the *Estelle Bright* was pushed ashore at Liston’s Point in the Delaware Bay during a heavy storm, and remained there a week before she could be pushed back into sufficient depth.²¹

The Cyclone of 1878

At the age of 66, Captain James Watson Fountain drowned in the great “cyclone” of October 22-23, 1878, a devastating storm that ravaged the East Coast from Florida to Maine. The National Oceanic and Atmospheric Administration (NOAA) catalogued it as one of the worst storms recorded for Delaware Bay up to that time. In Wilmington it knocked out the telegraph, washed out the Shellpot Bridge and the railroad, turned much of South Wilmington into a “vast sea” and unroofed about 75 buildings. Eighteen lives were lost across Delaware. Small ships and oyster boats were hit particularly hard.²² Fountain was sailing the *Estelle Bright*, returning from Bombay Hook and heavy with a cargo of sand when the storm struck. The crew anchored off the

New Jersey shore opposite New Castle to try to wait it out. The ship was overcome by heavy seas and a gale wind on the morning of October 23rd, and two Black crew members (David Janes²³ and an unnamed victim) drowned with Fountain. Clark Jones, a third Black crew member, clung to wreckage and survived to tell the tale of futile attempts to save the ship the night before by throwing stores and cargo overboard.²⁴ Fountain’s body was not recovered until November 9th, 17 days later, at the Pennsville, N.J. shoreline.

His family could only identify him by his coat and papers in his pockets. He is buried in a large family plot in Wilmington’s Riverview Cemetery on North Market Street.²⁵ Fountain did not do things by halves, and his traumatic death was as just as memorable as his exploits in life.

²⁰ Bay Excursion, Delaware Tribune, 11 August 1879, p3.

²¹ The Estelle Bright, The News Journal (Wilmington, DE), 11 December 1877, p3.

²² Elemental Warfare Waged Along the Upper Atlantic Coast, St. Paul Globe, 25 October 1878, p1; <https://www.wpc.ncep.noaa.gov/research/roth/galeof78.htm>

²³ Storm Notes, Every Evening and Commercial (Wilmington, DE), 25 October 1878, p3.

²⁴ Tempest Tossed, The Morning Herald (Wilmington, DE) 24 October 1878.

²⁵ Victims of the Storm, The Morning Herald (Wilmington, DE), 9 November 1878.

Research and documentation was first presented to the public in a lecture hosted by the Delaware Historical Society, March 10, 2022, and again to Old Swedes Foundation, February 4, 2023. Many thanks to Wade Catts, Milt Diggins, Robin Krawitz, Kate Clifford Larson, and Eric Foner (Professor Emeritus) and Thai Jones of Columbia University, for commiseration, direction and archives assistance. The next chapter will focus on free Black conductor, Henry A. Craig, Jr.

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Debra Campagnari Martin is the Historic Preservation Planner for the City of Wilmington, Delaware, and a board member of the Underground Railroad Coalition of Delaware.

Who are we?

The Quaker Hill Historic Preservation Foundation is dedicated to preserving the magnificent history, architecture, and built environment of Quaker Hill in Wilmington, Delaware, USA. Among its many luminaries who lived or worked in Quaker Hill are Thomas Garrett, who with Harriet Tubman secured the freedom of hundreds of enslaved people through Quaker Hill, and John Dickinson, penman of the Articles of Confederation and signer of the Constitution. Yes, George Washington slept in Quaker Hill.

Join Quaker Hill Historic Preservation Foundation's:

ARCHITECTURAL TREASURE HUNT

**You are cordially invited
to explore the magnificent
architectural treasures of
Quaker Hill!**

May 11th, 2024
2:00 PM

Wilmington Friends Meeting
Fourth and West Streets



For Adults & Children

Children under 16 years of age must be accompanied by a parent or guardian. Free and open to the public. Light refreshments will be served after the event.



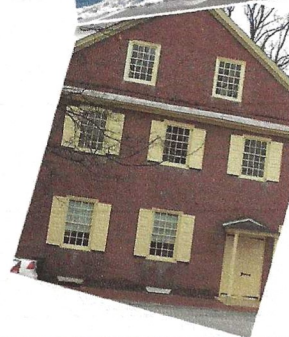
Walking Tour

Participants will search the historic district looking for features of architectural significance, taking photographs, then sending the photos by email or text to be uploaded for architectural discussion by experts in the field.



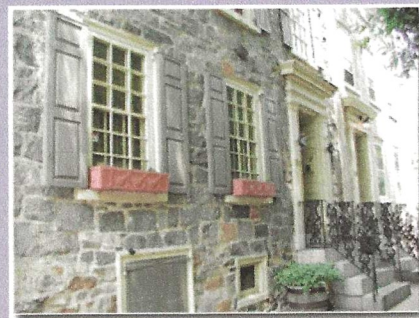
Bring Your Own Photos

Participants are also encouraged bring photos from their own neighborhoods (limit 3 per person) since splendid architecture is all around us.



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- Quarterly academic and community publication The Quaker Hill Quill
- Conferences featuring prominent speakers in Historic Preservation
- Underground Railroad workshops
- Annual Garrett Dinner
- Annual John Dickinson Memorial
- School field trips, walking tours, presentations, and **MORE!**



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