



The Conductor

The official newsletter
of The National Capital Region
Network to Freedom Program

Issue no. 13

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The Harriet Tubman Home, Inc., cordially invites the public to its annual Harriet Tubman Pilgrimage on May 28 thru 29, 2004 in New York, to

NPS Underground Railroad Coordinator's Meet in California



Coordinators at the Network to Freedom Application Review Meeting. NPS Photo.

The coordinators of the National Park Service Underground Railroad (UGRR) Network to Freedom program, meet biannually to review and vote on new applications to be accepted into the network. New applications are due January 15 and July 15 each year. During the week of March 29, the coordinators met in Riverside California to review applications submitted January 15, 2004. A full week of events were planned by Pacific West Region's UGRR coordinator, Guy Washington, and Cheryl Brown, owner of the renowned newspaper "The Black Voice News" based in San Bernardino, California.

The week in Riverside County included many events and site visits. The coordinators visited two Riverside county public schools, where teachers have implemented the history of the Underground Railroad into their curriculum beyond traditional parameters. Other local visits included the Evergreen Cemetery location of the Prince Edward Civil War veteran resting place, and the Dora Nelson African American Museum founded by Mrs. Alberta Kearney.

The Network to Freedom application review meeting was held at the headquarters of The Black Voice Newspaper, and was opened to the public. A total of 33 new sites were welcomed into the Network to Freedom family. Five of the new sites were added to the National Capital Region. The sites include: Howard University Moorland Spingarn Research Center, Washingtoniana Division Martin Luther King Library, Blanche K. Bruce House, Belair Mansion, and Marietta House.

More than 200 people helped to close out the week's events at a grand reception held at Riverside's Historic Mission Inn. The gala commemorated the 90th anniversary of the visit of Booker T. Washington to Riverside, California in 1914. Mission Inn keeper founder, Frank Miller, became good friends with Mr. Washington, making the Inn an appropriate site for the sculpture. Many of Washington's descendents attended the unveiling of a bust in his likeness. The bust, created by sculptor Bernard Edmonds, will be permanently displayed near the hotel's entrance.



Descendents of Booker T. Washington's family and sculptor Bernard Edmonds pose with Washington bust. Photo Courtesy of The Black Voice News.

Freedoms in Jeopardy: A Virginia Slave and Margaret Carrell

by Melinda Day, Lead Park Ranger, Harper's Ferry National Historic Park

For the last 257 years, Harpers Ferry women have labored as pioneers, wives, mothers, healers, landowners, teachers, slaves, shop and hotelkeepers, seamstresses, cotton mill girls, and charity workers. Normally, roles as managers and decision makers were associated with men's work. Women's contributions and work was often in the shadows. Margaret Carrell's story illustrates how Harpers Ferry women stepped out of the shadows, whether by choice or circumstance, and took on non-traditional roles during the Industrial Revolution.

Usually, nineteenth century women were not proprietors of hotels, owners or renters of slaves, or instrumental in assisting slaves to escape. Margaret Carrell was all of these. Margaret's husband, Eli, died in 1850 from cholera. They had been married 15 years and had built a large hotel establishment in the downtown merchant district at the Point; an area that faced Maryland and the Potomac River. As the surviving business partner, Mrs. Carrell announced through the local press "The premises have undergone thorough painting and cleansing..". This notice informed the health conscious that her hotel was "free" of disease and ready for business. A local attorney, Isaac Fouke, was appointed to run Margaret's finances while she remained proprietress of the hotel.

In addition to her own eleven



1859 View of Lower Town Harpers Ferry also called the Point Commercial district. NPS Photo.

slaves, Margaret rented slave Robert Jackson, in November 1853, from the Pendelton family in near by Martinsburg. Mrs. Carrell hired an overseer to manage her slaves. The overseer objected to Jackson's behavior and attempted to beat him. Jackson resisted and, in turn, beat the overseer. The overseer reported Jackson's resistance to Mrs. Carrell and Jackson's owner.

In William Still's 1872 book, *The Underground Railroad*, Robert Jackson revealed how events unfolded that made him decide to runaway. "*Of Mrs. Carrell, he [Robert] speaks in very grateful terms, saying that she was kind to him and all the servants, and promised them their freedom at her death. She excused herself for not giving them their freedom on the ground that her husband died insolvent, leaving her the responsibility of settling his debts. But while Mrs. Carroll was very kind to her servants, her manager was equally as cruel.*" The overseer was instructed

that if Robert resisted punishment again, "*the overseer was to put him [Robert] in prison and sell him. Whether he offended again or not, the following Christmas he was to be sold without fail. [Mrs Carrell] was kind enough to apprise him of the intention of his owner..., and told him [Robert] that if he could help himself he had better do so.*" So from that time, Robert began to contemplate how he should escape the doom which had been planned for him". Robert ran away with several other slaves, the Mattersons. "*.. one Saturday night, at twelve o'clock we set out for the North.*" The Mattersons were caught in Maryland, but Robert made his way to safety in Canada.

If Jackson had been caught, he could have implicated Mrs. Carrell in his escape. Criminal charges could have been brought against her by Jackson's owner. Mrs. Carrell's willingness to advise a slave that did not belong to her to runaway, jeopardized her own personal freedom and represented extremely risky behavior on her part. Her motivation to reach out to a slave in his hour of need could have brought her world crashing down around her. Margaret Carrell stepped out of the 19th century norm for women and slave owners. Regardless of her motivation, she became a member of a select few who chose to take a financial, legal, and criminal risk in order to perform an act of human kindness.

Dr. Jenny Masur Selected as Fulbright Scholar

Beginning on April 5th 2004, Dr. Jenny Masur, National Capital Region's Underground Railroad coordinator, will be embarking on a prestigious international adventure. She has been selected as a Fulbright Scholar to teach a graduate course in Applied Anthropology at the University of Buenos Aires in Argentina. In this course, Dr. Masur plans to discuss the field of Applied Anthropology in North America versus Argentina through concepts from cultural anthropology, and apply it to business, government, marketing and social services. The course will last a full three months, which will be their fall semester. (Argentina is located below the equator, and has opposite seasons from the United States).

Dr. Masur is an anthropologist by trade, and before beginning her National Park Service career, she taught a course at the University of Buenos Aires, and most recently traveled to the country two years ago. Today the country of Argentina is experiencing extreme economic decline. Of course this will prove to be challenging for Dr. Masur, but she feels that taking advantage of such an opportunity outweighs any reservations she may have concerning the economic status of the country. She is grateful for the support given to her by her superior managers and the Regional Director, for allowing her to participate in such a prestigious program.

The Fulbright US Scholar

Program, is an international educational exchange program, offering opportunities to US citizens and citizens from other nations to teach, lecture, and/or research at various Universities, elementary and secondary schools around the world. The Fulbright Program was proposed in 1945 in the United States Congress by Senator J. William Fulbright of Arkansas. For more information about this program go to the website http://www.cies.org/about_fulb.htm



Dr. Jenny Masur, National Capital Region Underground Railroad Coordinator. NPS Photo.

Amistad Comes to Washington D.C.

On Friday April 30th, America's most famed Freedom Schooner arrived in Washington, D.C. The Freedom Schooner, a 129-foot, 136-ton re-creation of the 19th century schooner, La Amistad, moored at the Gangplank Marina in the city's Southwest waterfront. During her 10-day visit, Amistad offered public tours, student tours, and sailing trips.

Amistad is owned and operated by AMISTAD America, Inc. a national non-profit organization whose mission is to *promote reconciliation and harmony among races. The schooner serves as a catalyst for teaching the historic lessons of freedom, justice,*

Amistad America 2004 Port Visit Schedule

Date	Location
June 13 June 15-26	Mamaroneck, New York New Haven, Connecticut
June 28-29 July 1-4	Mystic, Connecticut Middletown, Connecticut
July 6-10 July 12-14	Hartford, Connecticut Mystic Connecticut
July 18-20 July 22-August 8	Rhode Island New London
August 10 August 12 - 16	Mystic, Connecticut New Bedford, Massachusetts
August 18 August 20 - 22	New London, Connecticut Salem, Massachusetts
August 24 - Sept. 1 September 3 - 7	Martha's Vineyard Sag Harbor
September 10 - 13 September 14 - 18	Mystic, Connecticut New Haven, Connecticut

Schedules are subject to change. Please call 1-866-AMISTAD to schedule a tour. Or, you can visit our website at <http://www.amistadamerica.org>.

perseverance, cooperation and leadership arising from the historic Amistad Incident of 1839.

Amistad visits ports nationally and internationally as an ambassador for friendship and goodwill. It serves as a floating classroom, icon and as a monument to the millions of souls that were broken or lost as a result of the insidious Transatlantic Slave Trade.

The home port for Freedom Schooner Amistad is Long Wharf Pier in New Haven, Connecticut.



Amistad Freedom Schooner docked in Washington DC's Southwest waterfront. NPS Photo.

President's Park and Partners Create Underground Railroad Educational Traveling Trunk

by Kathy Langley, Manager, White House Visitor Center

President's Park has partnered with the Decatur House and the Octagon House in developing traveling trunks that will be available for use on-site or in the classroom by a teacher. Traveling trunks help teachers tell history stories by using objects. The goal is to produce a product that meets the National Standards of learning and also meets the District of Columbia, Maryland and Virginia standards. The curriculum programs will incorporate Social Studies/History, Language Arts, Mathematics and Art.

The park held a teacher workshop in February 2003 where teachers in each of the above disciplines were selected from the District of Columbia, Maryland and Virginia in grades 4-8. At the completion of the workshop an outline of standards, lesson plans, themes and a list of items were

proposed for inclusion in the traveling trunks (i.e., period clothing, musical interments, primary documents, publications, etc.).

In April 2004, the park began sending pilot trunks to teachers who participated in the workshop. Each teacher will evaluate the different lesson plans and provide feedback by filling out an evaluation form on the different components in the trunk. The test period will end by June 25. On completion of the test period, the partners will review the evaluations and make any necessary adjustments to the program. Once that is completed the remaining traveling trunks will be finished and made available by this fall 2004. The park will also provide information on this program on its website later this year.

“Friends of the Underground Railroad” Climb On Board

by Iantha Gant-Wright, Friends of the Underground Railroad

In 1998 President William Jefferson Clinton signed into law the National Underground Railroad Network to Freedom Program. The objective of the program was to authorize the National Park Service to create an initiative that would honor the many routes, sites, stories and people of the Underground Railroad in a way that the NPS had never done before. Many of us have realized over the years that the most crucial next step for making this program all it can be is to start a national Friends group whose responsibility it would be to hold the NPS, and other entities accountable to the long term preservation of the program, as well as to serve as an entity that will raise money and awareness for the programs survival.



Attendees at the first “Friends of the UGRR meeting. Photo courtesy of LC Fields of BBH Tours.

On April 29th, 2004 at the office of the National Parks Conservation Association, the first formal meeting of the Friends of the Underground Railroad Inc. was held. Participants from Maryland, New York, New Jersey, Kansas, and other states joined together to follow-up on the initial work of Barbara Woods, one of the UGRR's most honored activists.

The session included the development of a draft mission and vision statements, as well as a set of objectives. It also included a lobby day which garnered major support from the New York Congressional delegation for the Network to Freedom Program.

The next step for the group will be to meet in September in Baltimore to further develop direction and membership structure, as well as other strategies. We hope that many of you will be willing to climb on board and join us as we work to keep the story of the UGRR alive through the National Park Service and to support the long term success of much of the grassroots work that's going on in communities around the country.

Pilgrimage to Honor American Icon Harriet Tubman

by Peter Hanes, Information Technology Specialist, Washington Office

On May 28 thru 29, 2004 in New York, the Harriet Tubman Home Inc., held its annual Harriet Tubman Pilgrimage to honor and reflect upon the 19th century heroine Harriet Tubman, who was an Underground Railroad conductor, a U.S. Civil War scout, a suffragist for women's rights, and a humanitarian.

The Underground Railroad was a movement in the Western Hemisphere (North and South America and the Caribbean) from the early 19th century on to help bondspersons escape from slavery to freedom. Tubman made some nineteen trips south, rescuing and leading approximately 300 enslaved persons on the Underground Railroad to freedom in the north. Relatives of Tubman joined this year's pilgrimage, which was held in conjunction with the United Nations



Harriet Tubman site, Home For the Aged in Auburn, New York. NPS Photo.

International Year to Commemorate the Struggle Against Slavery and its Abolition. This year is also significant because New York State Governor George Pataki signed a bill into law permanently designating March 10th as Harriet Tubman Day throughout New York State. Moreover, at the request of the U.S. Congress, the U.S. National Park Service is now engaged in identifying and exploring options for protecting nationally significant

resources related to Tubman through its Harriet Tubman Special Resource Study.

The Pilgrimage began on Friday with the award-winning and critically acclaimed On Purpose Productions play *Harriet's Return*, written by and starring Karen Jones Meadows. The theatrical production was held at The Carrier Theater at the Oncenter, in Syracuse, New York.

Saturday's events began with gravesite services at the historic Fort Hill Cemetery. A homesite service followed with guest minister, Dr. Dennis Proctor from the Pennsylvania Avenue African Methodist Episcopal (AME) Zion Church. The day ended with a pageant featuring children and churches from the greater eastern region of New York State.

Restoration of Slave Quarter's at Arlington House

by Karen Kinzey, Historian, George Washington Memorial Parkway

In 2001, Arlington House The Robert E. Lee Memorial received a Save America's Treasures grant to restore two surviving slave quarters to their original appearance. The first step of the restoration process was the completion of a Historic Structures Report to document the history and architecture of the structures. This investigation revealed many surprising details about the north quarter.

The original design of this building was extremely unusual. The structure was similar to a contemporary split foyer house. Slaves entered through a center door on to a small platform, from which they could reach the second floor by ladder or descend to the basement by a staircase. Living quarters on the second floor were full height and unusually

spacious. Researchers have discovered evidence of baseboards and intended chair rails. Walls were covered with a thin plaster that was painted a yellow gold.

One of the earliest changes made to the north quarter was the loss of the "summer" kitchen, which could only be reached from an exterior entrance. The kitchen was filled-in perhaps as early as 1854. Grade changes were made to the ground around the building, and eventually the north quarter was converted to a one-story structure. Architectural historians have identified the original floor line, as well as window lintels that indicated the location of the basement windows that were filled in many years ago. Remnants of soot, ash, and grease reveal the location of the original

kitchen fireplace.

Historians utilized computer-aided investigative techniques, and relied on oral history interviews conducted with former slaves in the 1920s to uncover the many secrets of the north quarter. The Historic Structures Report will allow the restoration of Arlington's slave quarters to be completed based on physical historical evidence. The planned restoration by the National Park Service will provide a vivid backdrop for interpreting the African American story and enslavement at Arlington House. Once described by the Superintendent of the Cemetery Edwin Harner as "old and nearly worthless," these special buildings are finally receiving the special attention they deserve.



National Park Service
U.S. Department of the Interior

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The National Underground Railroad Network to Freedom (NTF) was created by Congress in 1998 to honor those who resisted slavery through flight. The Conductor Newsletter was established to inform readers about areas of interest as it relates to the NTF program within the National Capital Region.

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