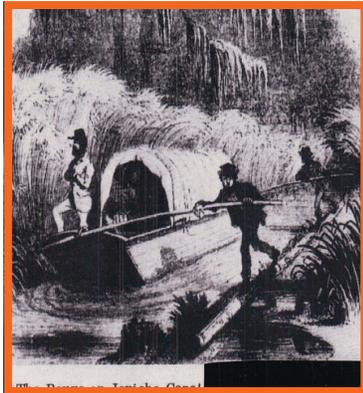


worked as a car-boy (drove lumber) for an overseer that employed slaves who cut canals in the Dismal Swamp. His trustworthiness caused him to be able to become an overseer in the Dismal Swamp where he bought shingles out of the Dismal Swamp and hired hands to assist him. He also had canal boats that transverse the Dismal Swamp Canal carrying freight from Elizabeth City to Norfolk. The canal boats were pulled by horses or mules that walked on the road beside the Dismal Swamp Canal. He was called Captain Grandy due to his working with the boats. His working knowledge of the Dismal Swamp proved to be an asset to the Underground Railroad. Moses Grandy spent \$3,160 to redeem himself, his wife, son, grandchild, and sister. The sum of money Moses Grandy paid for the redemption of his family is equivalent to us spending \$52,565 in today's economy. Moses Grandy was an industrious man who worked hard and was respected by all, even those who had taken his money and denied him his freedom.



Legislation was introduced in 1990 and Public Law 101-628 was enacted that directed the Secretary of the Interior through the National Park Service to conduct a study for commemorating and interpreting the Underground Railroad. The study will consider the establishment of a new unit of the national park system, consider the establishment of various appropriate designations for those routes and sites used by the Underground Railroad, consider alternative means to link those sites, including those in Canada and Mexico, make recommendations for cooperative agreements with state and local governments, local historical organizations, and other entities, and provide cost estimates for each alternative.

The Legislation directed the Secretary of Interior

through the National Park Service to prepare and publish an interpretive handbook on the Underground Railroad.



In 1995, the Underground Railroad Logo created by Phil Sumpter was adopted.

The Underground Railroad was at its height between 1810 and 1850, with over 30,000 people escaping enslavement, mainly to Canada, via the network. The U. S. Census figures only account for 6,000.

CAMDEN COUNTY, N. C.

"An Opportunity Awaits You"

The *Great Dismal Swamp* is located in Camden County, North Carolina. Camden County is nestled in northeastern North Carolina adjacent to the Hampton Roads, Va, metropolitan area (Norfolk, Virginia Beach, Chesapeake) and the beaches of North Carolina's Outer Banks (Kitty Hawk, Nags Head, Hatteras, Duck, and Corolla).

Dismal Swamp Canal Welcome Center

2356 US Highway 17 N., South Mills, N.C. 27976

PH: 877-771-8333

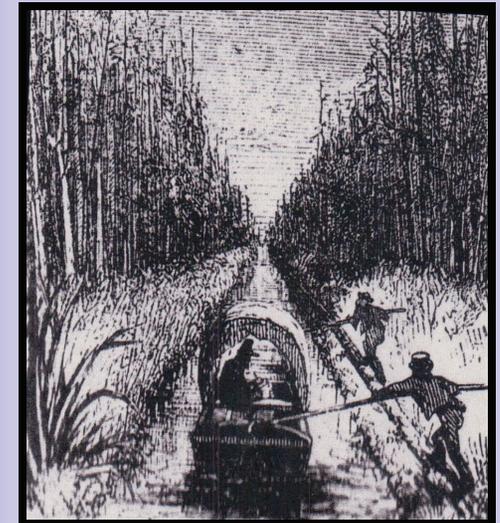
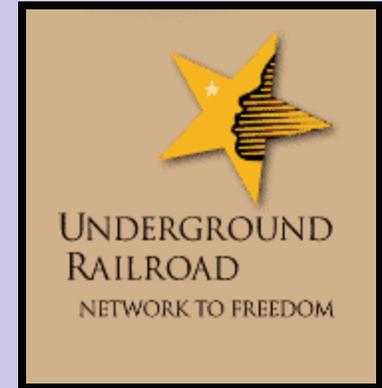
FX: 252-771-2055

Email: dscwelcome@camdencountync.gov

Website: www.dismalswampwelcomecenter.com



Dismal Swamp Canal Welcome Center



Dismal Swamp Canal
Designated as a
**NATIONAL HISTORIC
CIVIL ENGINEERING LANDMARK**

Part of National Underground Railroad Network



THE UNDERGROUND RAILROAD

The Fugitive Slave Bill of 1850 made it more dangerous for runaways to stay in the rural areas of the North. Many slaves continued their journey into Canada and even the Caribbean. Southerners were outraged that escaping slaves received assistance from so many sources and that they lived and worked in the North and Canada. The passing of the new Fugitive Slave Act made it both possible and profitable to hire slave catchers to find and arrest runaways. Suspected slaves were unable to defend themselves in court and it was difficult to prove a free status. Judges were bribed by paying \$10 for a decision that forced a suspected slave back into slavery while \$5 was given for a decision that the suspected slave was in fact free. This was disastrous for the free black communities of the North. Many times the slave catchers kidnapped legally-freed blacks as well as fugitives. This only brought to the attention of the North the slaves' plight and persuaded many more people to assist fugitives. The network provided an opportunity for sympathetic white Americans to play a role in resisting slavery, and brought together, however uneasily at times, men and women of both races to begin to set aside assumptions about the other race and to work together on issues of mutual concern. Committees acted as contact points for runaways and watched out for the rights of northern free blacks. They worked together with local abolition societies, African American churches, and a variety of individuals to help fugitives move further on or to find them homes and work.

The Underground Railroad was not underground nor was it a system of tracks, but an informal network of secret routes and safe houses used by black slaves in the United States to escape to freedom in the North. Because escaping slaves and the people who helped them were breaking the law, they had to stay out of sight. They went "underground" in terms of concealing their actions.

Other various routes led to Mexico or overseas. A typical flight for freedom was usually in the darkness of night in order not to be detected and involved many miles of walking.

The escape network was solely "underground" in the sense of being an underground resistance. The network was known as a "railroad" by way of the use of rail terminology in the code. The Underground Railroad consisted of meeting points, secret routes, transportation, safe houses, and assistance provided by sympathizers. People were often organized in small, independent



groups, that helped to maintain secrecy since some knew of connecting "stations" along the route but not many details of the immediate areas. Escaped slaves would move along the route from one station to the next, steadily making their way north. "Conductors" on the railroad came from various backgrounds and included free-born blacks, whites, former slaves (either escaped or manumitted), and Native Americans. Churches often played a role, especially the Quakers, Congregationalists, Wesleyans, and Reformed Presbyterians, some branches of the

Methodist, and American Baptist.

Due to the risk of discovery, information about routes and safe havens was passed along by word of mouth. The route consisted of resting spots ("stations" or "depots") that were held by station masters. There were "stockholders" that gave money or supplies for assistance. The "conductors" moved the runaways from station to station. One such "conductor" was Lewis Hayden. Many times the "conductor" acted as if they were a slave and went to the plantation. Once a part of the plantation the "conductor" would direct the fugitives to the North. During the night the slaves would move, traveling about 10 to 20 miles per night. They would stop during the day at the "stations" or "depots" to rest. While they were resting, a message was sent to the next "station" to let the "station master" know that runaways were on the way. Many times boats or trains were used for transportation, but the primary source of transportation was on foot or by wagon. Donated money helped to buy tickets and clothing for the fugitives in order for them to remain unnoticed. When the railroad had freed 300 slaves, some freed slaves made a store for the railroad.

The *Great Dismal Swamp* was a known route for runaway slaves. This route was the most rugged and treacherous route where insects, snakes, and wild animals were abundant. A slave, Moses Grandy, was born in Camden County, North Carolina, in 1786. Moses tried **three times** to buy his freedom. During the time span that Moses was trying to buy his freedom, he had debilitating rheumatism and spent a year living by Lake Drummond in the *Great Dismal Swamp*. One of his "owners" took his freedom money and sold him because people jeered him saying that Moses had more sense than he did. Moses