

THE CENTRAL TIMES.

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G. R. GRANTHAM, Editor.

Render Unto Caesar the Things that are Caesar's, Unto God, God's.

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ARP AT HISTORY.

FROM THE ADVANCE SHEETS OF "A GEORGIA SCHOOL HISTORY."

The institution of African slavery is so intimately connected with the history of Georgia and has been so closely interwoven with her civilization that a brief account of its origin and growth and sudden abolition should be recorded. Not for criminality or exculpation, but that the truth of his story may be vindicated. Facts—cold facts—are history, and they never blush to be narrated.

Until 1843, only fifty years ago, African bondage prevailed not only in many of the less civilized countries of Europe and South America, but in England, the foremost and most enlightened government in the world. Early in this century the slave trade became odious to all philanthropists, but slavery itself was not. The brutality with which the trade was conducted and the horrors of the middle passage, as it was called, had awakened the pity of mankind, and by common consent the traffic in Africans and their transportation to other countries were prohibited under the severest penalties, both in Europe and the United States.

But, still the institution of slavery continued where it had been planted. It not only continued, but was encouraged as a moral agency of civilization until Wilberforce began the agitation of its abolishment in England and her colonies in 1825. But the plant of this great reform was of slow growth, and emancipation was not accomplished until long after Wilberforce had died. In 1843, the slaves of England and all her colonies were emancipated, and their owners were paid \$300,000,000 for them out of the national treasury.

The sentiment of the people of the United States against slavery was more pronounced than it was in England, and the states began early to provide for immediate or gradual emancipation. Georgia was the first state to prohibit the slave trade with Africa, and she kept that prohibition inviolate while some of the northern states carried it on long after their own slaves were emancipated. There was to them no profit in slavery, but there was fabulous gains in the traffic. Hence, they gradually disposed of their own by sending them south, and in some instances the young of their slaves were given away. (Appleton's Cyclopaedia is authority for this.)

But the feeling in the states were generally averse to slavery and that feeling was for a time stronger at the south than at the north. The ordinance of 1787, that excluded the institution from the northwestern territories was supplied by southern men.

Pennsylvania provided for gradual emancipation, and as late as 1840 her slaves were not all free, and in some cases were sold for debt. (See Appleton.) Rhode Island and Connecticut had a few left left in 1840; New Jersey had 236 in 1850; New York emancipated in 1827.

That the southern states did not emancipate was owing to a variety of circumstances.

The climate was suited to the negro and he seemed to be contented and happy.

The masters had invested more of their money in them than had been done further north.

The invention of the cotton gin had suddenly stimulated the cultivation of cotton, for which the negro was peculiarly fitted, and the growth of rice, tobacco a sugarcane was

equally inviting to his labor.

But more than all these reasons was the fear that the slaves were in such fast increasing numbers as to put the commonwealth in peril if they were freed. They were still affected with the same race traits they had inherited from barbarian ancestors, and could not be controlled as freedmen or as citizens.

Still there was an intelligent and influential number of our people who favored gradual emancipation. This sentiment was slowly but surely spreading. Joseph Henry Lumpkin, the chief justice of our supreme court, was outspoken as a co-worker with the gradual emancipation policy inaugurated and advocated by Henry Clay, of Kentucky.

This policy would certainly have been adopted by Georgia, but for the intolerance and bitterness with which the New England abolitionists waged their unceasing war upon the south. Our people resented their threatened domination and said, "If you let us alone we may do it, but you cannot drive us. We are peened up, with these negroes and know where our safety lies."

William Lloyd Garrison, of Boston, founded the anti-slavery party in 1831, Arthur Tappan became its fourth president in 1833. They expended much money in magnifying and exaggerating the abuses of slavery. They declared that all laws of the government that recognized slavery were utterly null and void. As their party grew stronger they became more aggressive, and in 1844 the free soil party openly avowed that their object was to effect a dissolution of the union and to form a northern republic. They said that a union with slavery in it was a league with hell and a covenant with death. They were the first secessionists and remained so until the late civil war. The troops they furnished and the money they so freely contributed were not for the maintenance of the union, but to conquer the south and liberate the slaves. When Nathaniel Hawthorne was asked in 1861 if he was not in favor of the war he replied: "yes, I suppose so, but really I don't see what we have to fight about." It seemed to him that the south had done just what New England desired her to do—that is to secede.

This desperate haste and intensified hostility on the part of New England towards the south is difficult to explain. It was only a few years since they had emancipated the slaves they had not sold. It was less than twenty years since England had emancipated her's, and neither Georgia nor her sister states were ready for the change.

Was it an earnest sympathy for the slaves or political hatred of their masters, or was it both? For as Judge Tourgee says in his "Fool's Errand," "The south had controlled the government for fifty years," and New England was jealous—jealous to exaspation, and slavery was but the stranglehold that intensified their animosity. They made no war upon the slave trade, but rather winked at it and enjoyed its rich returns. This is not an assertion but a fact if their own historians are to be believed. In 1820 Judge Story, the great jurist, charged the grand juries of his New England circuit in the following words:

"We have but too many undeniable proofs from unquestionable sources that the African slave trade is still carried on among us with all the implacable ferocity and insatiable rapacity of former times. Avarice has grown more subtle in its evasions of

the law, it watches and seizes its prey with an appetite quickened rather than suppressed. American citizens are steeped up to their very mouths in this iniquity."

W. W. Story, the gifted son, in writing the biography of the father, says: "The fortunes of many men of prominence were secretly invested in this infamous traffic. Slavery itself had hardly disappeared in New England when the traffic took on new life and was winked at. A man might still have position in society and claim consideration as a gentleman nay, as a Christian, while his ships were freighted with human cargoes and his commerce was in the blood and pain of his fellow creatures. This practice was abstractly inveighed against, but was secretly indulged in. The chances of great fortunes inflamed the cupidity of men in my father's circuit. It is notorious that many large fortunes were blood money of the slave trade, and owned their existence to the wretched cargoes that survived the horrors of the middle passage. But this charge of my father to the grand juries of Massachusetts and Rhode Island seemed only to arouse the passions of those engaged in the traffic. The newspapers of the day publicly denounced my father and one person in Boston declared that any judge who would deliver such a charge ought to be hurled from the bench."

And so the traffic went on un molested. The New York Evening Post stated that no less than eighty-five vessels left the port of New York in 1859 and 1860, built, manned and equipped in New England for the African slave trade, and that they draught away no less than thirty thousand slaves to Brazil and the south. But still there were no prosecutions. The navies of the world seemed to be asleep or perhaps the traffic was still winked at by the merchant ships that traversed the seas. Whether it has ceased since southern slavery was abolished is not known, but a telegram to The Association Press tells of a cargo that was recently wrecked off Madagascar coast.

This much has been recorded to show to the youths of this generation that neither Georgia nor the south was responsible for slavery nor the traffic in them across the seas, for from 1776 down to the present, there was but a single attempt made by a southern man to introduce slaves into a southern port, and that attempt was a failure. The little yacht called the "Wanderer" was seized and condemned and her officers pursued with unrelenting vigor by a southern man; General Henry R. Jackson, who was then assistant attorney general of the United States.

But, after all, slavery was really the provoking cause of the late and happy war between the states. Georgia seceded from the union not because she desired to perpetuate slavery but rather because she could not maintain her rights under the constitution. She desired an outlet in the territories, an outlet for the negro for their rapid increase was alarming. She believed that it was perilous to emancipate and still more so to await results. Her white population who were not slave owners were rapidly emigrating to the west. The most thoughtful minds in Georgia and especially those advancing in years saw and felt the peril of their situation—secession meant war and remained in the union was to be imprisoned by the state lines with an inferior race that might become a terror. A few slaves had been manumitted and sent to Siberia, but the

result was bad, very bad.

Major Waters, a wealthy planter of Gwinnett county, had by his will manumitted thirty-seven slaves and his executor delivered them in Savannah to the colonization society. They were well provided with clothing and each \$100 in gold and sent to Siberia free of charge. Thirty of them died within twelve months—the remaining seven escaped from their exile and found passage in a merchant vessel to Philadelphia. From there they made their return to Georgia through the friendly aid of Howell Cobb and Alex. H. Stephens, who furnished them with the means of coming home. This case is fully reported in one of the earlier volumes of our supreme court reports, for the will of Major Waters was attacked by the heirs.

But the common people of the south, the yeomanry, the toilers, were no lovers of the negro. They realized that he was in their way. The masters owned the best of the land and had the best stock and the best houses and tools and vehicles, while the toilers had to take what they could get—no wonder they were jealous of the institution.

And yet these men, poor and struggling for a livelihood in the mountains of north Georgia or down in the piney woods, did not hesitate to shoulder their rifles and hurry to their country's call. "My country—wrong or right"—was their motto. Only one-seventh of the taxpayers of the state were owners of slaves in 1860 and not more than one soldier in ten was interested in slavery. In fact, some counties in north Georgia sent more soldiers to the field than there were slaves in the county.

Surely these men were not fighting for slavery or its perpetuation. They fought as their forefathers did who resisted a little tax on tea when not one in a thousand drank it. The common idea was that "them fellers up north had been kickin at us a long time and if old Joe Brown and Bob Toombs and Howell Cobb said it was time to cut loose from 'em and fight them it was alright and they were ready."

BILL ARP.

Prone to Hopeless, Yet Saved.

From a letter written by Mrs. Ada E. Hurd, of Groton, S. D., we quote: "Was taken with a bad cold, which settled on my Lungs, cough set in and finally terminated in Consumption. Four doctors gave me up, saying I could live but a short time. I gave myself up to my Saviour, determined if I could not stay with my friends on earth, I would meet my absent ones above. My husband was advised to get Dr. King's New Discovery for Consumption, Coughs and Colds. I gave it a trial, took in all eight bottles; it has cured me, and thank God I am now a well and hearty woman." Trial bottles free Harper & Hood's Drugstore, regular size, 50c. and \$1.00.

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ATLANTIC COAST LINE.

Wilmington & Weldon Rail Road and Branches. CONDENSED SCHEDULE. TRAINS GOING SOUTH.

Dated Feb. 25 '93.	No. 23 Daily	No. 27 Fast Mail Daily	No. 41 Daily ex Sun
Leave Weldon.....	P M 12 30	P M 5 43	A M 6 00
Arr. Rocky Mt.....	1 40	6 36	7 00
Arrive Tarboro.....	* 2 18 P M 12 58		
Leave Tarboro.....	P M 2 15	7 00	7 40
Arrive Wilson.....	* 2 30 P M 3 25		
Leave Wilson.....	3 25		
Arr. Selma.....	5 50		
Arr. Fayetteville.....			
Leave Goldsboro.....	3 15	7 40	8 30
Leave Warsaw.....	4 14		9 30
Leave Magnolia.....	4 27	8 40	9 44
Arr. Wilmington.....	6 00	9 55	11 25

TRAINS GOING NORTH.

	No. 14 Daily	No. 78 Daily	No. 40 Daily ex Sun
Loc. Wilmington.....	A M 12 35	A M 9 15	P M 4 50
Leave Magnolia.....	1 54	10 57	6 03
Leave Warsaw.....	2 55	11 57	6 15
Arrive Goldsboro.....		12 05	7 10
Loc. Fayetteville.....		* 9 30	
Arrive Selma.....		11 25	
Arrive Wilson.....		12 00	
Leave Wilson.....	A M 3 25	P M 12 58	P M 8 04
Arr. Rocky Mt.....	4 03	1 50	8 23
Arrive Tarboro.....	6 30	2 18	
Leave Tarboro.....		12 58	
Arrive Weldon.....	5 05	P M 9 55	10 00

* Daily except Sunday.

Trains on Scotland Neck Branch Road leave Weldon 4 00 p. m., Halifax 4 22 p. m., arrive at Scotland Neck 5 15 p. m., Greenville 6 53 p. m., Kingston 8 00 p. m., returning leaves Kingston 7 10 a. m., Greenville 8 25 a. m., arriving at Halifax at 11 00 a. m., Weldon 11 25 a. m., daily except Sunday.

Local freight train leaves Weldon at 10 15 a. m., arriving Scotland Neck 1 05 a. m., Greenville 3 30 p. m., Kingston 7 40 p. m., returning leaves Kingston 7 10 a. m., Greenville 8 25 a. m., arriving at Weldon 9 55 a. m., daily except Sunday.

Trains on Southern Division, Wilson and Fayetteville Branch leaves Fayetteville 7 30 a. m., arrive Rowland 12 15 p. m., returning leaves Rowland 12 15 p. m., arrive Fayetteville 5 15 p. m., daily except Sunday.

Train on Midland N. C. Branch leaves Goldsboro, N. C., daily except Sunday, 6 00 a. m.; arrive Smithfield, N. C. 8 20 a. m.; returning leaves Smithfield, N. C. 7 30 a. m., arrives Goldsboro, N. C. 9 20 a. m.

Train on Nashville Branch leaves Rocky Mount at 5 15 p. m., arrives Nashville 5 55 p. m., Spring Hope 6 30 p. m., returning leaves Spring Hope 8 00 a. m., Nashville 8 25 a. m., arrive Rocky Mount 9 15 a. m., daily except Sunday.

Train on Clinton Branch leaves Warsaw for Clinton, daily except Sunday, at 6 00 p. m. and 11 15 a. m., returning leave Clinton at 8 20 a. m. and 3 30 p. m. connecting at Warsaw with Nos. 41, 40, 23 and 78.

Southbound train on Wilson & Fayetteville Branch is No. 21 Northbound is No. 56. *Daily except Sunday.

Train No. 27 South and 14 North will stop only at Rocky Mount, Wilson Goldsboro and Magnolia.

Train No. 78 makes close connection at Weldon for all points North daily. All rail via Richmond and daily except Sunday via Bay Line, also at Rocky Mount daily except Sunday, with Norfolk and Carolina for Norfolk and all points North via Norfolk.

Train leaves Tarboro, N. C., via Albemarle & Raleigh R. R., daily except Sunday, 4 40 p. m. Sunday 5 p. m.; arrive at Wilmington, N. C. 7 15 p. m. and 4 20 p. m.; Plymouth 5 50 p. m., and 5 20 p. m., returning leaves Plymouth, N. C. daily except Sunday 6 00 a. m., Sunday 9 00 a. m., Wilmington 7 30 a. m., 9 55 a. m., arrive at Tarboro, N. C. 10 40 a. m. and 11 20 a. m.

JOHN P. DIVINE, Gen. Supt.
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