We have, therefore, none of the gloomy forebodings of a collision of races, which M. De Tocqueville anticipates. The disreputable alternative of illicit amalgamation, which is going on with accelerating progress, will relieve the South from the bloody catastrophe which some have apprehended. Our institutions, and the constituent elements of our country, are so dissimilar from those which the history of the world has ever afforded elsewhere to the contemplation of philosophers, that it is little short of presumption in a foreigner, though profoundly wise as is De Tocqueville, to speculate upon our distant future.

It may be said that, on the principles we have laid down, the slaves would become white, even faster than the free colored people. This is no doubt the case; but the slave may become white without becoming free; while the descendants of free colored persons, when they cease to have one-fourth of African blood in them, cease to be ranked in the colored class. *It is for this reason that we oftener see very white slaves than very white "free colored people."* This remark will be confirmed by the experience of every Southern man. It is quite common to see slaves who are as white as their masters, with straight hair and European features.

It is evident that the longer the less numerous race, which at the same time is deemed the inferior, remains in contact with the superior and more numerous, the less there will remain of the original, undiluted African blood in the country. Practical amalgamation and climate will constantly tend to brighten the dark visages of the African stock, and to wash out all stain from the mulattoes. This would be the case, if there were no active stimulants assisting the natural course of things. We have already pointed to the sense of inferiority in the negro and mulatto races, which makes them ambitious of ranking with the whites and which facilitates illicit intercourse. On the other hand, the wealth and power of the whites, operating upon the poverty and helplessness of the colored race, places female chastity in the latter almost completely at the mercy of licentious white men. These causes combined are rapidly removing the varieties of color which checker the face of the South and of the whole country.

From the Spartansburg Express.

NEGRO MECHANICS—THE REMEDY.

We find in the Charleston *Standard* of the 14th inst. a contribution, backed by an able editorial under the above caption, which discusses the propriety of dispensing with the services of slave labor in the mechanical arts, in order to make room for foreign and Northern white mechanics who are flooding the Southern States.

The *Standard* argues therefore, that because "there is within our limits a party who necessarily, from feeling and in practice, must oppose the [slave] institution, we have arrived at a point when the policy of our course may be best determined."

"The nucleus of free labor that is slowly forming upon our Southern seaboard may gradually remove the institution to the farther West; and if it is ultimately our purpose to abandon Slavery, it is only necessary to yield to the gentle pressure of the opposition, and in a few years, as the forests of the West are open to us, we may possibly wash our hands of the wrongs so liberally charged upon us, and look upon the crimes of other people with the same complacency which lends so ineffable a charm to the face of New England."

The *Express* comments as follows upon the foregoing extract from the *Standard*:

"We have no doubt that Northern and foreign mechanics, who have read the editorial and the communication referred to, will sustain the views inculcated, and regard the *Standard* as an advocate for the prohibition of mechanical slave labor—or, at least, willing to 'yield to the gentle pressure of the opposition.'

"We agree with the *Standard*, that 'there are white men who cannot afford to buy a slave;' and hence, 'within our own limits, a rivalry is forming between free and slave labor.' But we hardly supposed that a South Carolina Journal, especially one published in Charleston, would step forward as a champion for Northern and foreign mechanics, who are more than willing to do injury to slave-owners, and drive from the bench, the anvil, the trowel, and the needle, a species of property which is regarded the most valuable in those departments, and which is the main, if not entire, support of a large number of widows and orphans throughout the State."

The *Express* goes on to condemn the suggestion, which by the way is only hinted, of withdrawing negroes from mechanical operations, and supposes that the writer must be a Northern man, or a "Southern man with Northern principles." The *Express* further quotes from the *Standard*, as follows:

Finally, the *Standard* says:

"So long as we have houses to build, boats to navigate, lands to clear and cultivate, railroads to construct, and one and a thousand domestic offices for which the present number of our laboring population is not sufficient, we must expect the enterprising laborers from other sections to come amongst us; and it is right that they should come; and if we expect to neutralize their character, and make them constituents of our institutions, we must give them slaves, and upon such terms as that it will be their interest to receive them. Without this they will follow their interests—they must follow their interests,—and it is but right that they should follow their interests. We have vast domains of vacant territory all around us; we have in our rivers, mines, and forests, illimitable wealth, which we have not the time now to touch upon. We have no right to perpetually seclude this wealth from those whom God has vested with the enterprise to grasp it. To admit them, however, and not admit within our midst an interest in opposition to our institutions, we must give them slaves. Under present circumstances, slaves can never be permanently cheaper than they are. The demand for them increases with each accession to our numbers, and we must look for sources of supply or we must submit our interests to the inevitable tendencies around us."

The idea of giving slaves to Northern mechanics, as an inducement to remove South, is sheer nonsense.

We are glad to witness this evidence of the natural and inherent repugnance between free and slave labor. May they never be reconciled! and whatever policy be adopted by the South, good must result. If the introduction of free laborers is encouraged, it is well. If the slaves are universally employed in mechanical occupations, it will be better, since they will thereby be fitted for freedom, and prepared to take care of themselves.

The *Express* dislikes mechanics from the North, who, it seems, are less prone "to conquer their prejudices" against slavery than the merchant class. The latter are welcomed in these flattering terms:

"The intelligent mercantile class, who come among us from the North and settle, are generally valuable acquisitions to society, and every way qualified to sustain 'our institution,' but the mechanics, most of them, are pests to society, dangerous among the slave population, and ever ready to

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