

ably." He gives a detailed account of his adventures in the regions which I traversed in Alabama, Georgia, and many other states, and concludes by observing,—“After witnessing negro slavery in mostly all the slaveholding states,—having lived for weeks in cotton plantations, observing closely the actual condition of the negroes,—I can assert, without fear of contradiction from any man who has any knowledge of the subject, that I have never witnessed one-fifth of the real suffering that I have seen in manufacturing establishments in Great Britain.” In reference to another topic, he affirms “that the members of the same family of negroes are not so much scattered as are those of working men in Scotland, whose necessities compel them to separate at an age when the American slave is running about gathering health and strength.”*

I am aware that there is some danger, when one hears the philanthropist declaiming in terms of gross exaggeration on the horrors of slavery and the crimes of the planters, of being tempted by a spirit of contradiction, or rather by a love of justice, to counteract misrepresentation, by taking too favorable a view of the condition and prospects of the negroes. But there is another reason, also, which causes the traveler in the south to moderate his enthusiasm for emancipation. He is forced continually to think of the responsibility which would be incurred, if several millions of human beings were hastily set aside, like so many machines, by withdrawing from them suddenly the protection afforded by their present monopoly of labor. In the opening of the market freely to white competitors, before the race is more improved, consists their danger.

Yet, on taking a near view of the slave question, we are often thrown into opposite states of mind and feeling, according as the interests of the white or negro race happen, for the moment, to claim our sympathy. It is useless now to look back and wish, for the sake of civilization, that no Africans had ever crossed the Atlantic. Their number in the Union now exceeds three millions, and, as they have doubled in the last twenty-five years, we

* Tradesman's Travels in the United States, &c., in the years 1840-42, p. 182.