

## RACE SEPARATION.

In connection with the ordinance adopted by our City Council to provide for the separation of the races in street cars, it is interesting to note that the subject is exciting interest in Washington hardly less earnest than it has in Montgomery. There are now in the District of Columbia about 80,000 colored people, according to the latest census returns, and nearly all of them are in Washington City. They are representatives of every shade and variation of the negro race from all parts of the Union who have gravitated to the Capital of the Republic, and they afford fair samples of the entire race. Probably no city in the Union has such a variety, and we doubt if any locality has had a better chance to become acquainted with all the most unpleasant phases of negro character.

The white people are tired of mixing. As The Washington Mirror observes, "Advanced civilization has reached a point in Washington which demands 'Jim Crow' cars for the street railways," and The Mirror, in the course of an editorial on the subject, has this to say:

If the matter was left to a vote today the white population would be unanimously in favor of the "Jim Crow" car, and more than 90 per cent. of the colored population, it is believed, would endorse the proposition. There is no affinity between the races. There never has been. There never will be any. Nor is there any reason why there should be any. It is not fair to either race to compel them to occupy seats side by side in the street car. Give the colored people separate cars and impose a fine upon any white person who attempts to occupy them, just as a colored person should be fined who attempted to occupy a car set apart for the whites. The "Jim Crow" cars are coming, and they will come much sooner than a great many people expect.

What is true in Washington is true elsewhere, and especially in the South. The thorough and complete separation of the two races, socially and politically, is inevitable. It is demanded and will come. We have tried the mixing process in politics and in public places and conveyances for more than one-third of a century and it is a failure. It is unnatural, undesirable and impracticable. After all these years of experience the only result is that the situation grows more intolerable, and the sooner it is ended the better.

Unless all signs are at fault Alabama has taken the first step towards eliminating the negro from our politics. As a voter he is a failure, a menace to good government and a disturbing element in our affairs. The time has come for the experiment to end, and it must end in the manner designed by Nature—with the dominance of the white race. That is as sure as anything in earthly affairs can be.

The thorough and complete separation of the races in public conveyances must follow. It will be best for both, and both will acknowledge it. There need be no unjust discrimination. Those who pay equal prices should have equal accommodations and equal protection. The cars, or sections of cars set apart for the colored people should be reserved for them exclusively, and whites should not be allowed to intrude on them. Under such regulations there need be no friction, and the negro could have no just ground of complaint. He would peacefully enjoy what he pays for and no one would interfere with him or try to deprive him of any of his rights or privileges.

But whether the colored people acquiesce or object will make little difference in the ultimate result. The segregation of the races, socially and politically, is coming and nothing can prevent it. It is coming because "advanced civilization" demands it and will have it. Opposition may delay but cannot prevent it, and opposition will make it more thorough and radical when it does come. Let it come quietly, peacefully and legally and the result will be a blessing to the colored as well as the white race.