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The United States Now Has 79,900,389 Inhabitants.

Washington.—The Census Bureau has just issued a bulletin containing the estimates of population for 1901, 1902 and 1903 for all the cities having 10,000 or more inhabitants in 1900 and for States and Territories. According to the figures presented, the total estimated population of the United States, exclusive of Alaska and the insular possessions of the United States, is 79,900,389. This is an increase of 3,905,814 since the census of 1900. The population is estimated for 438 cities having 10,000 or more inhabitants in 1900. According to these estimates, New York is now a city of 3,716,139 inhabitants; Chicago is rapidly approaching the two million mark, having 1,873,880 inhabitants; Philadelphia has 1,367,716; St. Louis has just passed and Boston has almost reached the 600,000 mark; Baltimore has 531,313; Cleveland is now a considerable distance ahead of Cincinnati, which cities have 414,950 and 332,234, respectively. Buffalo has also considerably increased its population, being credited with 381,403 inhabitants. San Francisco and Pittsburg are also close competitors, the former having 355,919, and the latter 345,043. Detroit, Milwaukee and New Orleans have just passed 300,000, and Washington is close to that figure.

The report shows also that in the number of towns and cities of over 10,000 inhabitants Massachusetts is in the lead, with forty-seven, containing a total of 2,197,706 inhabitants; but this total of urban population, of course, is not as large as that of New York, Pennsylvania or Illinois.

Considered by States, New York leads in population, with more than 7,500,000; Pennsylvania exceeds 6,500,000 and Illinois has passed 5,000,000; Texas is looming up with over 3,000,000, having passed Missouri. Twenty-two States now have less than 1,000,000 inhabitants each, and fourteen exceed 2,000,000 each.

The report also says that hereafter the Census Bureau will make annual estimates of population, based upon what is known as the arithmetical method, or upon the assumption that the annual increase for each year since the last census will be one-tenth of the decennial increase between the last two censuses. The bulletin adds:

The country as a whole and most of the States and cities are growing with a steadily decreasing per cent of increase. As this condition has obtained in the United States for the last twenty years, it is likely to hold good in the future. Under such conditions the arithmetical method has been proved more accurate than any alternative method. Estimates by this method, based on the census population of 1880 and 1890, were made for the seventy-eight cities, each of which had over 50,000 inhabitants in 1900, and the results compared with the census count. The estimates gave these cities a total annual increase of 407,028 between 1890 and 1900. The count showed an actual average increase of 414,793, or closer than estimates based on the vote cast or the number of names in a directory or local census of school children.

The Caspian Sea.

One of the most remarkable physical features of the globe is the deep and wide depression in the hollow of which stands the Caspian Sea and near to it the sea of Aral. The Caspian is nearly as large as France, and its surface is eighty-four feet below the level of the Black Sea. The sea of Aral is nearly as large as Ireland and is very little over the sea level. Within recent geological times the vast expanse in which these lakes are found was sea. Its floor has been gradually raised, and the waters filling the depressions are all that is left of an ancient Mediterranean. A strange feature of both bodies of water is that although they receive large rivers, especially the Caspian, into which the Volga, the Ural River and scores of streams from the Caucasus flow, both have for many years been getting shallower. Evaporation, for they have no outlet, exceeds the inflow. But, for some climatic reason probably, the sea of Aral and its neighbor, Lake Balkhash, have since 1891 been increasing in depth. Whereas the Caspian, like the Dead Sea, is very salt, owing to the rate of evaporation, Aral and Balkhash are brackish only. These remnants of what was once a great sea opening into the ocean, as the Mediterranean does now, still contain marine fish and seals. Some of the latter survive in the Aral and Balkhash lakes, having gradually become fitted for their habitat, though it is no longer salt, but merely brackish, and, in the case of Baikal, actually fresh water.—London Telegraph.

Alfred Daniels Must Die.

Justice Harlan, of the United States Supreme Court, after considering the application for writ of error in Alfred Daniel's case for two days, denied the application and the highest court refuses to review the trial in the State courts, Justice Harlan giving his opinion that there was nothing meriting a review of the case. This means that Alfred Daniels must hang next month for the murder of Mr. Furnifold Simmons in Jones County last fall.

Daniels' counsel appealed to the Supreme Court of the State on the grounds that defendant was discriminated against in that there were no colored persons names in the jury box from which the jury was selected. The State Supreme Court affirmed the decision of the lower court and counsel applied for writ of error before Chief Justice Clark, raising a federal question. This was denied by Judge Clark and was made to the Supreme Court of the United States and Justice Harlan after carefully considering the matter for two days concluded that there was nothing in the conduct of the case in the lower courts meriting review, and consequently application for writ of error to stay execution was denied and May 19th Daniels will hang.

Life without industry is guilt, and industry without intellect is brutality. All the busy world of flying looms and whirling spindles begins in the quiet thought of some scholar cloistered in his closet.—Ruskin.

Piedmont Inter-Urban Trolley Lines.

The rapid development of the cotton manufacturing industry in the Piedmont section of the South has caused towns to spring up as if by magic all through this section. It has been said, figuratively, that in going over the line of the Southern Railway at night from Greensboro, N. C., to Atlanta, Ga., one is never out of sight of the electric light of a cotton mill, says the Mill News.

Here in Charlotte, what one year ago was a broomsedge field is now a modern mill village with half a million dollar plant nearing completion, scores of nice dwelling houses for the operatives, hotel, store buildings and churches either planned or in course of erection, and in less than one year more there will be from 2,000 to 3,000 persons living in this busy mill town. This is only one example among dozens to be found in the Piedmont section.

The time is near at hand when inter-urban trolley lines will connect these thriving manufacturing towns with the business centers of this section. It is stated that a company is now being formed to build a trolley line from Concord, N. C., to Charlotte, and that the promoters, who are Northern capitalists, propose to furnish \$200,000 of the necessary \$300,000 capital to build the line if local business men will furnish the remaining \$100,000. This is a very liberal proposition and likely will result in the building of the line.

Speaking of similar projects on foot in South Carolina, the Columbia State of the 10th says:

The logic of the Anderson-Greenville line is shown by the one fact—that a gentleman who lives in Greenville is president of a cotton mill at Piedmont and of another at Anderson. When the business relations of three towns so near together are so intimate as to permit of this condition there must be a need for a more rapid means of transit than is afforded by a rather sluggish steam road with its two uncertain trains a day. Between Greenville and Anderson are the cotton mill towns of Piedmont, Pelzer, Williamston and Belton as well as an excellent farming region, all of which territory is in a business sense as much tributary to the one county seat as to the other. The county line makes little difference in a business way so far as either the county or the cotton mill trade is concerned. In fact the Brushy Creek section of Anderson County, just across the Saluda River, is practically an annex of Greenville, and its people have once or twice talked about seceding from Anderson and going to Greenville. A trolley line from Greenville to Anderson via Piedmont would tap this territory one side and a line from Easley to Anderson would tap it on the other, bringing more benefit perhaps to Anderson than to Greenville—but conferring an almost inestimable advantage upon the whole country affected.

As one travels along the Southern Railway's main line between Charlotte and Central, and on its branch line from Greenville to Belton and Anderson, it is almost impossible to get out of sight of the cotton mills. The train flashes past one after another, and the music of the looms keep time with the rattling of the

rails. It is a good agricultural country withal; and as the cotton mill communities have been established here and there and have grown, the opportunities for the small farmer who raises truck, chickens and cattle have vastly increased. To all of these interests, and to each of them separately, a cheap and rapid means of transit is even now a necessity; and as the towns grow in number and in size, as the mills increase and the farmers also prosper, this Piedmont country will become a network of trolley lines. Spartanburg and Greenville are only 32 miles apart, Anderson and Greenville about the same distance, and they and the communities in between will some day be almost as one large and thriving city of cotton mills and of varied industries, linked together by the modern means of communication and transit, the telephone and the electric road, and bound by the ties of a common interest, common industries and a common endeavor.

A Variety of Views.

The peach crop is looking up and announcing that it fears the worst.—Philadelphia Inquirer.

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Senator Bailey announces that he is a spoilsman, and it's hardly likely that any one will be so rude as to contradict him.—Washington Star.

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The fifteen-cent cut in coal seems to indicate that the backbone of winter is really broken.—New York Mail.

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Beware of the fellow who is ready to give you a sure-thing tip on the base-ball game or horse race and is willing to handle the money for you.—Florida Times-Union.

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Englishmen who are rejoicing over the appearance of the American "quick lunch" in London seem to be extending their hospitality to a devil unawares.—Providence Journal.

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Secretary Taft foresees a rosy future for the Philippines. As a man who is well acquainted with the past and present of the Philippines, the secretary may be considered something of an expert.—Chicago Tribune.

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Public servants in the legislative and administrative offices who serve the franchise grabbers cannot hide behind party names to escape condemnation and punishment. No matter to which party they belong they are public enemies.—New York American.

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The man in Minnesota who stole a locomotive and the one in Pittsburg who swiped a trolley car were promptly set down as insane. They should understand that they must grab an entire layout of franchises, or a whole railroad, before they can take rank as financial powers.—Pittsburg Dispatch.

Use your gifts faithfully, and they shall be enlarged; practice what you know, and you shall attain to higher knowledge.—Thomas Arnold.