

STEEL MEN CONFERENCE

Employers and Employees Holding a Very Important Meeting.

QUESTION OF UNIONS AT ISSUE

Rumor That the Two Forces Are Opposed on This.

CONFERENCE IN SESSION

PITTSBURGH, Pa., July 11.—Surface indications point to the settlement of the strike in the mills of the American Sheet Steel Company and the American Steel Hoop Company at the conference between the Amalgamated Association officials and steel combine representatives, which began today at the Hotel Lincoln in this city.

The conference was called for 10 o'clock this morning, and an hour before that time the national officials, advisory board, trustees and district vice presidents of the Amalgamated Association met at their headquarters to outline their attitude before conferring with the representatives of the steel combine.

President Shaffer said that if an adjournment was not reached today he favored a continuance of the conference tomorrow and Saturday, but that the present conference must be final. Under no circumstances would he agree to a postponement for a week or more intervening between the meetings.

Mr. Shaffer said further that the executive committee was clothed with discretionary powers with respect to the nature of the settlement, but that the intention was that no deviation whatever would be made from the original stand.

It was 10:25 o'clock a. m. when the conference of the different districts was held. Present at that time were Warner Arms, vice president of the American Tin Plate Company; Veryl Preston of the American Sheet Steel Company; and William C. Davis of the American Sheet Steel Company.

Representatives of the Workmen.—The workers' organization was represented by the general executive committee, the highest body in the association. It is composed of the national officers and the vice presidents of the different districts.

Representatives of the Employers.—The employers' side was represented by the representatives of the underlying companies, none present would verify the statement.

The combine representatives declare it would be unfair to the men to force them into the organization if they do not desire it. They are willing to give the men the right to the Amalgamated officials to enter the mills and organize the men, but will object to expulsion.

It is expected that before the conference got down to business. The situation was some over carefully. Every one present seemed in good humor and everything pointed to a harmonious meeting. It seemed that there would be some difficulty in getting close together at the opening session, as both sides appeared determined not to yield an inch.

Rumor of a Hitch.—It was authoritatively stated that the combine offered to sign the Amalgamated scale for all plants and make the wages uniform, but declined to unionize the plants operated as non-union for years. Trustee Morgan of the Amalgamated said the proposition would not be accepted.

At 12:15 p. m. the conference adjourned to meet at 2 o'clock. The conference refused to say anything as to the proceedings except that President Shaffer had been chosen chairman of the body. The conference expressed themselves as satisfied with the outlook.

MRS. MARTHA PATTERSON DEAD.—Last of the Children of President Andrew Jackson.

Special Dispatch to the Evening Star. KNOXVILLE, July 11.—The funeral of Mrs. Martha Patterson, who died at Greenville yesterday morning, will take place this afternoon. It will be conducted by Rev. J. S. Jones, a Methodist Episcopal preacher, and to him is attributed a complete change in the religious faith of Mrs. Patterson.

Arrangement for Establishing the Office Not Quite Completed.—Colonel Edwards, chief of the insular division of the War Department, has not yet quite completed his arrangements for the establishment of a government printing office at Manila, P. I. It is settled, however, that twelve or fifteen expert printers in this city will be sent to the Philippines to put the proposed establishment into practical operation. They will be in charge of Mr. John S. Leech, an employee of the government printing office.

Arrangement for Establishing the Office Not Quite Completed.—Colonel Edwards, chief of the insular division of the War Department, has not yet quite completed his arrangements for the establishment of a government printing office at Manila, P. I. It is settled, however, that twelve or fifteen expert printers in this city will be sent to the Philippines to put the proposed establishment into practical operation. They will be in charge of Mr. John S. Leech, an employee of the government printing office.

Arrangement for Establishing the Office Not Quite Completed.—Colonel Edwards, chief of the insular division of the War Department, has not yet quite completed his arrangements for the establishment of a government printing office at Manila, P. I. It is settled, however, that twelve or fifteen expert printers in this city will be sent to the Philippines to put the proposed establishment into practical operation. They will be in charge of Mr. John S. Leech, an employee of the government printing office.

Arrangement for Establishing the Office Not Quite Completed.—Colonel Edwards, chief of the insular division of the War Department, has not yet quite completed his arrangements for the establishment of a government printing office at Manila, P. I. It is settled, however, that twelve or fifteen expert printers in this city will be sent to the Philippines to put the proposed establishment into practical operation. They will be in charge of Mr. John S. Leech, an employee of the government printing office.

YACHTS START ON RACE

COLUMBIA LEADS THE CONSTITUTION AND INDEPENDENCE.

The Herreshoff Boat Tacks to Port and Gets in the Van.

BATEMAN'S POINT—2:45 p. m.—At 1:45 the Columbia was first, the Independence second and the Constitution third. The boats were very close together, and had covered very nearly three-quarters of the windward leg.

The official time of the start was as follows: Independence, 12:25:08; Columbia, 12:25:21; Constitution, 12:25:43.

BLOCK ISLAND, R. I., July 11.—Approaching the windward mark in today's yacht race the Columbia was leading; Constitution was second; Independence, third.

An Associated Press launch on her way in from the yachts, signals Independence to start right and the Columbia to follow. The starting time of the yacht race as taken on shore, was as follows: Independence, 12:25:15; Constitution, 12:25:28.

Independence crossed the line the Constitution tacked to port, all the yachts having crossed the Starboard tack. She was followed at once by the Columbia, and a little later by the Independence. While both the Herreshoff boats started with all sails set, including baby jibtopsails, the Boston boat sailed under three lower sails and club topsail.

The Constitution seemed to be leading the Columbia a quarter of a mile, although a little way behind the Columbia had a lead on the Independence of about as much. All three yachts headed for the Narragansett shore on the port tack.

At 2:30 a. m. there was a thick fog over the race. The yachts were having a very hot race, the Independence right up with the two Herreshoff boats. She tacked to starboard right about 10 miles and met the Constitution coming down on the port tack. From this point, some six miles away, it seemed as if the Boston boat had had the wind and it looked as if the Independence had caught the two Herreshoff boats.

Has No Jib Topsail.—This improvement on the part of the Independence appears to be due to her sailing without her jib topsail and also to the increasing breeze. The observation from this point at this time is considerably fogged by the fog. It looks now as if the fog had again enveloped the racers.

Weather conditions have improved steadily, and there is prospect of a good race. The yachts are now on the way out shortly after 11:30.

At 8:30 a. m. there was a thick fog over the race. The yachts were having a very hot race, the Independence right up with the two Herreshoff boats. She tacked to starboard right about 10 miles and met the Constitution coming down on the port tack. From this point, some six miles away, it seemed as if the Boston boat had had the wind and it looked as if the Independence had caught the two Herreshoff boats.

Has No Jib Topsail.—This improvement on the part of the Independence appears to be due to her sailing without her jib topsail and also to the increasing breeze. The observation from this point at this time is considerably fogged by the fog. It looks now as if the fog had again enveloped the racers.

Weather conditions have improved steadily, and there is prospect of a good race. The yachts are now on the way out shortly after 11:30.

At 8:30 a. m. there was a thick fog over the race. The yachts were having a very hot race, the Independence right up with the two Herreshoff boats. She tacked to starboard right about 10 miles and met the Constitution coming down on the port tack. From this point, some six miles away, it seemed as if the Boston boat had had the wind and it looked as if the Independence had caught the two Herreshoff boats.

Has No Jib Topsail.—This improvement on the part of the Independence appears to be due to her sailing without her jib topsail and also to the increasing breeze. The observation from this point at this time is considerably fogged by the fog. It looks now as if the fog had again enveloped the racers.

Weather conditions have improved steadily, and there is prospect of a good race. The yachts are now on the way out shortly after 11:30.

At 8:30 a. m. there was a thick fog over the race. The yachts were having a very hot race, the Independence right up with the two Herreshoff boats. She tacked to starboard right about 10 miles and met the Constitution coming down on the port tack. From this point, some six miles away, it seemed as if the Boston boat had had the wind and it looked as if the Independence had caught the two Herreshoff boats.

Has No Jib Topsail.—This improvement on the part of the Independence appears to be due to her sailing without her jib topsail and also to the increasing breeze. The observation from this point at this time is considerably fogged by the fog. It looks now as if the fog had again enveloped the racers.

Weather conditions have improved steadily, and there is prospect of a good race. The yachts are now on the way out shortly after 11:30.

At 8:30 a. m. there was a thick fog over the race. The yachts were having a very hot race, the Independence right up with the two Herreshoff boats. She tacked to starboard right about 10 miles and met the Constitution coming down on the port tack. From this point, some six miles away, it seemed as if the Boston boat had had the wind and it looked as if the Independence had caught the two Herreshoff boats.

Has No Jib Topsail.—This improvement on the part of the Independence appears to be due to her sailing without her jib topsail and also to the increasing breeze. The observation from this point at this time is considerably fogged by the fog. It looks now as if the fog had again enveloped the racers.

Weather conditions have improved steadily, and there is prospect of a good race. The yachts are now on the way out shortly after 11:30.

At 8:30 a. m. there was a thick fog over the race. The yachts were having a very hot race, the Independence right up with the two Herreshoff boats. She tacked to starboard right about 10 miles and met the Constitution coming down on the port tack. From this point, some six miles away, it seemed as if the Boston boat had had the wind and it looked as if the Independence had caught the two Herreshoff boats.

Has No Jib Topsail.—This improvement on the part of the Independence appears to be due to her sailing without her jib topsail and also to the increasing breeze. The observation from this point at this time is considerably fogged by the fog. It looks now as if the fog had again enveloped the racers.

URBAN POPULATION

Census Office Issues Bulletin Showing Washington Fifteenth in List, but Shows Substantial Gain.

Among the most notable changes in the rank of cities which have taken place in 1900, as compared with 1880, may be mentioned that of Seattle, which has advanced from the 101st to the 10th place, that of Los Angeles, from the 153th to the 36th place; that of Duluth, from the 152d to the 72d place; that of Kansas City, Kan., from the 155th to the 7th place, and that of Portland, Ore., from the 156th to the 10th place. Other notable changes in rank from 1880 to 1900 are Birmingham, from 156 to 107; Tacoma, from 157 to 104; Kansas City, Mo., from 157 to 137; St. Louis and Saginaw, from 136 to 89.

The 161 cities combined have a population of 19,787,618, compared with a population for the same cities of 14,903,162 in 1880, giving an increase in the population of these cities from 1880 to 1900 of 4,884,456, or 32.8 per cent. The increase in population can be made for the preceding ten years, 1880 to 1890, as no census was taken in 1880 for one city, namely, Honolulu.

The 161 cities, exclusive of Honolulu, had a combined population of 19,718,312 in 1900, as compared with a population for the same cities of 14,880,255 in 1880, and of 9,951,318 in 1860. The absolute increase in the population of these cities from 1880 to 1900 was 4,838,057, or 32.8 per cent. The absolute increase from 1860 to 1900, when it was 9,767,000, or 98.7 per cent.

The percentage of increase in population of the same 160 cities from 1880 to 1900 was 32.5 as against 40.5 from 1860 to 1880.

The combined population of the 161 cities at each of the three census periods is given in table 10 by classified sizes, giving in addition, the number of cities included under each of the same categories.

There are nineteen cities which have 200,000 inhabitants or more in 1900, nineteen in 1880, and twenty in 1860. The 1900 inhabitants, forty cities which have between 50,000 and 100,000 inhabitants, and eighty-three cities which have between 25,000 and 50,000 inhabitants, are compared with the 1880 population of practically 29 and 92 per cent, respectively. The urban population increased from 1880 to 1900 about 38 per cent in the north central division as against 17 per cent in total population, and 32 per cent in the south Atlantic division as against 18 per cent in total population.

Proportion of Increase.—Following are enumerated the cities of the country with populations in excess of 25,000, showing their relative standing and giving the proportion of increase over the figures of 1880. Washington stands fifteenth in the list.

New York, N. Y., 3,347,292, 126.8 per cent; Chicago, Ill., 1,688,675, 64.1; Philadelphia, Pa., 1,263,697, 23.6; St. Louis, Mo., 575,238, 27.3; Boston, Mass., 569,822, 21.1; Baltimore, Md., 508,857, 17.2; Cleveland, Ohio, 478,288, 16.8; New Orleans, La., 478,288, 16.8; San Francisco, Cal., 342,782, 14.6; Cincinnati, Ohio, 325,962, 9.8; Pittsburgh, Pa., 321,619, 34.8; New York, N. Y., 287,700, 10.9; Milwaukee, Wis., 285,313, 30.5; Washington, D. C., 278,718, 21.0; Newark, N. J., 246,070, 35.3; Jersey City, N. J., 246,070, 35.3; St. Paul, Minn., 246,070, 35.3; Minneapolis, Minn., 202,718, 23.1; Providence, R. I., 175,507, 32.9; Indianapolis, Ind., 169,164, 90.4; Kansas City, Mo., 167,167, 81.5; Portland, Ore., 167,167, 81.5; Rochester, N. Y., 162,998, 21.4; Denver, Colo., 133,850, 25.4; Toledo, Ohio, 131,822, 61.0; Allegheny, Pa., 128,286, 23.4; Columbus, Ohio, 125,509, 22.5; St. Paul, Minn., 118,421, 39.9; Syracuse, N. Y., 108,374, 23.0; New Haven, Conn., 108,267, 32.9; Paterson, N. J., 107,171, 34.2; River Falls, Wis., 86,393, 40.9; St. Joseph, Mo., 102,974, 96.8; Omaha, Neb., 102,556, 27.0; Los Angeles, Cal., 102,479, 103.4; Memphis, Tenn., 99,229, 32.9; St. Louis, Mo., 95,616, 30.6; Lowell, Mass., 94,928, 25.2; Albany, N. Y., 91,101, 8. Cambridge, Mass., 91,886, 31.2; Portland, Ore., 90,426, 94.9; Atlanta, Ga., 89,722, 37.1; Hartford, Conn., 87,565, 45.3; Dayton, Ohio, 85,353, 39.4; Richmond, Va., 85,059, 4.5; Nashville, Tenn., 80,862, 6.2; Seattle, Wash., 80,771, 88.3; St. Paul, Minn., 79,823, 33.2; New York, N. Y., 78,961, 34.6; Wilmington, Del., 76,508, 24.3; Camden, N. J., 75,563, 26.2; Trenton, N. J., 73,907, 27.6; Bridgeport, Conn., 70,906, 32.7; Lynn, Mass., 70,213, 32.1; Oakland, Cal., 69,900, 37.5; Lawrence, Mass., 62,550, 40.1; New Bedford, Mass., 62,550, 40.1; Springfield, Mass., 62,058, 40.4; Somerville, Mass., 61,643, 53.5; Troy, N. Y., 60,651, 5. Hoboken, N. J., 59,294, 86.7; Evansville, Ind., 59,129, 30.6; Portland, Ore., 55,616, 30.6; Lowell, Mass., 54,928, 25.2; Albany, N. Y., 51,101, 8. Cambridge, Mass., 51,886, 31.2; Portland, Ore., 50,426, 94.9; Atlanta, Ga., 49,722, 37.1; Hartford, Conn., 47,565, 45.3; Dayton, Ohio, 45,353, 39.4; Richmond, Va., 45,059, 4.5; Nashville, Tenn., 40,862, 6.2; Seattle, Wash., 40,771, 88.3; St. Paul, Minn., 39,823, 33.2; New York, N. Y., 38,961, 34.6; Wilmington, Del., 37,508, 24.3; Camden, N. J., 37,563, 26.2; Trenton, N. J., 37,907, 27.6; Bridgeport, Conn., 37,006, 32.7; Lynn, Mass., 37,213, 32.1; Oakland, Cal., 36,900, 37.5; Lawrence, Mass., 62,550, 40.1; New Bedford, Mass., 62,550, 40.1; Springfield, Mass., 62,058, 40.4; Somerville, Mass., 61,643, 53.5; Troy, N. Y., 60,651, 5. Hoboken, N. J., 59,294, 86.7; Evansville, Ind., 59,129, 30.6; Portland, Ore., 55,616, 30.6; Lowell, Mass., 54,928, 25.2; Albany, N. Y., 51,101, 8. Cambridge, Mass., 51,886, 31.2; Portland, Ore., 50,426, 94.9; Atlanta, Ga., 49,722, 37.1; Hartford, Conn., 47,565, 45.3; Dayton, Ohio, 45,353, 39.4; Richmond, Va., 45,059, 4.5; Nashville, Tenn., 40,862, 6.2; Seattle, Wash., 40,771, 88.3; St. Paul, Minn., 39,823, 33.2; New York, N. Y., 38,961, 34.6; Wilmington, Del., 37,508, 24.3; Camden, N. J., 37,563, 26.2; Trenton, N. J., 37,907, 27.6; Bridgeport, Conn., 37,006, 32.7; Lynn, Mass., 37,213, 32.1; Oakland, Cal., 36,900, 37.5; Lawrence, Mass., 62,550, 40.1; New Bedford, Mass., 62,550, 40.1; Springfield, Mass., 62,058, 40.4; Somerville, Mass., 61,643, 53.5; Troy, N. Y., 60,651, 5. Hoboken, N. J., 59,294, 86.7; Evansville, Ind., 59,129, 30.6; Portland, Ore., 55,616, 30.6; Lowell, Mass., 54,928, 25.2; Albany, N. Y., 51,101, 8. Cambridge, Mass., 51,886, 31.2; Portland, Ore., 50,426, 94.9; Atlanta, Ga., 49,722, 37.1; Hartford, Conn., 47,565, 45.3; Dayton, Ohio, 45,353, 39.4; Richmond, Va., 45,059, 4.5; Nashville, Tenn., 40,862, 6.2; Seattle, Wash., 40,771, 88.3; St. Paul, Minn., 39,823, 33.2; New York, N. Y., 38,961, 34.6; Wilmington, Del., 37,508, 24.3; Camden, N. J., 37,563, 26.2; Trenton, N. J., 37,907, 27.6; Bridgeport, Conn., 37,006, 32.7; Lynn, Mass., 37,213, 32.1; Oakland, Cal., 36,900, 37.5; Lawrence, Mass., 62,550, 40.1; New Bedford, Mass., 62,550, 40.1; Springfield, Mass., 62,058, 40.4; Somerville, Mass., 61,643, 53.5; Troy, N. Y., 60,651, 5. Hoboken, N. J., 59,294, 86.7; Evansville, Ind., 59,129, 30.6; Portland, Ore., 55,616, 30.6; Lowell, Mass., 54,928, 25.2; Albany, N. Y., 51,101, 8. Cambridge, Mass., 51,886, 31.2; Portland, Ore., 50,426, 94.9; Atlanta, Ga., 49,722, 37.1; Hartford, Conn., 47,565, 45.3; Dayton, Ohio, 45,353, 39.4; Richmond, Va., 45,059, 4.5; Nashville, Tenn., 40,862, 6.2; Seattle, Wash., 40,771, 88.3; St. Paul, Minn., 39,823, 33.2; New York, N. Y., 38,961, 34.6; Wilmington, Del., 37,508, 24.3; Camden, N. J., 37,563, 26.2; Trenton, N. J., 37,907, 27.6; Bridgeport, Conn., 37,006, 32.7; Lynn, Mass., 37,213, 32.1; Oakland, Cal., 36,900, 37.5; Lawrence, Mass., 62,550, 40.1; New Bedford, Mass., 62,550, 40.1; Springfield, Mass., 62,058, 40.4; Somerville, Mass., 61,643, 53.5; Troy, N. Y., 60,651, 5. Hoboken, N. J., 59,294, 86.7; Evansville, Ind., 59,129, 30.6; Portland, Ore., 55,616, 30.6; Lowell, Mass., 54,928, 25.2; Albany, N. Y., 51,101, 8. Cambridge, Mass., 51,886, 31.2; Portland, Ore., 50,426, 94.9; Atlanta, Ga., 49,722, 37.1; Hartford, Conn., 47,565, 45.3; Dayton, Ohio, 45,353, 39.4; Richmond, Va., 45,059, 4.5; Nashville, Tenn., 40,862, 6.2; Seattle, Wash., 40,771, 88.3; St. Paul, Minn., 39,823, 33.2; New York, N. Y., 38,961, 34.6; Wilmington, Del., 37,508, 24.3; Camden, N. J., 37,563, 26.2; Trenton, N. J., 37,907, 27.6; Bridgeport, Conn., 37,006, 32.7; Lynn, Mass., 37,213, 32.1; Oakland, Cal., 36,900, 37.5; Lawrence, Mass., 62,550, 40.1; New Bedford, Mass., 62,550, 40.1; Springfield, Mass., 62,058, 40.4; Somerville, Mass., 61,643, 53.5; Troy, N. Y., 60,651, 5. Hoboken, N. J., 59,294, 86.7; Evansville, Ind., 59,129, 30.6; Portland, Ore., 55,616, 30.6; Lowell, Mass., 54,928, 25.2; Albany, N. Y., 51,101, 8. Cambridge, Mass., 51,886, 31.2; Portland, Ore., 50,426, 94.9; Atlanta, Ga., 49,722, 37.1; Hartford, Conn., 47,565, 45.3; Dayton, Ohio, 45,353, 39.4; Richmond, Va., 45,059, 4.5; Nashville, Tenn., 40,862, 6.2; Seattle, Wash., 40,771, 88.3; St. Paul, Minn., 39,823, 33.2; New York, N. Y., 38,961, 34.6; Wilmington, Del., 37,508, 24.3; Camden, N. J., 37,563, 26.2; Trenton, N. J., 37,907, 27.6; Bridgeport, Conn., 37,006, 32.7; Lynn, Mass., 37,213, 32.1; Oakland, Cal., 36,900, 37.5; Lawrence, Mass., 62,550, 40.1; New Bedford, Mass., 62,550, 40.1; Springfield, Mass., 62,058, 40.4; Somerville, Mass., 61,643, 53.5; Troy, N. Y., 60,651, 5. Hoboken, N. J., 59,294, 86.7; Evansville, Ind., 59,129, 30.6; Portland, Ore., 55,616, 30.6; Lowell, Mass., 54,928, 25.2; Albany, N. Y., 51,101, 8. Cambridge, Mass., 51,886, 31.2; Portland, Ore., 50,426, 94.9; Atlanta, Ga., 49,722, 37.1; Hartford, Conn., 47,565, 45.3; Dayton, Ohio, 45,353, 39.4; Richmond, Va., 45,059, 4.5; Nashville, Tenn., 40,862, 6.2; Seattle, Wash., 40,771, 88.3; St. Paul, Minn., 39,823, 33.2; New York, N. Y., 38,961, 34.6; Wilmington, Del., 37,508, 24.3; Camden, N. J., 37,563, 26.2; Trenton, N. J., 37,907, 27.6; Bridgeport, Conn., 37,006, 32.7; Lynn, Mass., 37,213, 32.1; Oakland, Cal., 36,900, 37.5; Lawrence, Mass., 62,550, 40.1; New Bedford, Mass., 62,550, 40.1; Springfield, Mass., 62,058, 40.4; Somerville, Mass., 61,643, 53.5; Troy, N. Y., 60,651, 5. Hoboken, N. J., 59,294, 86.7; Evansville, Ind., 59,129, 30.6; Portland, Ore., 55,616, 30.6; Lowell, Mass., 54,928, 25.2; Albany, N. Y., 51,101, 8. Cambridge, Mass., 51,886, 31.2; Portland, Ore., 50,426, 94.9; Atlanta, Ga., 49,722, 37.1; Hartford, Conn., 47,565, 45.3; Dayton, Ohio, 45,353, 39.4; Richmond, Va., 45,059, 4.5; Nashville, Tenn., 40,862, 6.2; Seattle, Wash., 40,771, 88.3; St. Paul, Minn., 39,823, 33.2; New York, N. Y., 38,961, 34.6; Wilmington, Del., 37,508, 24.3; Camden, N. J., 37,563, 26.2; Trenton, N. J., 37,907, 27.6; Bridgeport, Conn., 37,006, 32.7; Lynn, Mass., 37,213, 32.1; Oakland, Cal., 36,900, 37.5; Lawrence, Mass., 62,550, 40.1; New Bedford, Mass., 62,550, 40.1; Springfield, Mass., 62,058, 40.4; Somerville, Mass., 61,643, 53.5; Troy, N. Y., 60,651, 5. Hoboken, N. J., 59,294, 86.7; Evansville, Ind., 59,129, 30.6; Portland, Ore., 55,616, 30.6; Lowell, Mass., 54,928, 25.2; Albany, N. Y., 51,101, 8. Cambridge, Mass., 51,886, 31.2; Portland, Ore., 50,426, 94.9; Atlanta, Ga., 49,722, 37.1; Hartford, Conn., 47,565, 45.3; Dayton, Ohio, 45,353, 39.4; Richmond, Va., 45,059, 4.5; Nashville, Tenn., 40,862, 6.2; Seattle, Wash., 40,771, 88.3; St. Paul, Minn., 39,823, 33.2; New York, N. Y., 38,961, 34.6; Wilmington, Del., 37,508, 24.3; Camden, N. J., 37,563, 26.2; Trenton, N. J., 37,907, 27.6; Bridgeport, Conn., 37,006, 32.7; Lynn, Mass., 37,213, 32.1; Oakland, Cal., 36,900, 37.5; Lawrence, Mass., 62,550, 40.1; New Bedford, Mass., 62,550, 40.1; Springfield, Mass., 62,058, 40.4; Somerville, Mass., 61,643, 53.5; Troy, N. Y., 60,651, 5. Hoboken, N. J., 59,294, 86.7; Evansville, Ind., 59,129, 30.6; Portland, Ore., 55,616, 30.6; Lowell, Mass., 54,928, 25.2; Albany, N. Y., 51,101, 8. Cambridge, Mass., 51,886, 31.2; Portland, Ore., 50,426, 94.9; Atlanta, Ga., 49,722, 37.1; Hartford, Conn., 47,565, 45.3; Dayton, Ohio, 45,353, 39.4; Richmond, Va., 45,059, 4.5; Nashville, Tenn., 40,862, 6.2; Seattle, Wash., 40,771, 88.3; St. Paul, Minn., 39,823, 33.2; New York, N. Y., 38,961, 34.6; Wilmington, Del., 37,508, 24.3; Camden, N. J., 37,563, 26.2; Trenton, N. J., 37,907, 27.6; Bridgeport, Conn., 37,006, 32.7; Lynn, Mass., 37,213, 32.1; Oakland, Cal., 36,900, 37.5; Lawrence, Mass., 62,550, 40.1; New Bedford, Mass., 62,550, 40.1; Springfield, Mass., 62,058, 40.4; Somerville, Mass., 61,643, 53.5; Troy, N. Y., 60,651, 5. Hoboken, N. J., 59,294, 86.7; Evansville, Ind., 59,129, 30.6; Portland, Ore., 55,616, 30.6; Lowell, Mass., 54,928, 25.2; Albany, N. Y., 51,101, 8. Cambridge, Mass., 51,886, 31.2; Portland, Ore., 50,426, 94.9; Atlanta, Ga., 49,722, 37.1; Hartford, Conn., 47,565, 45.3; Dayton, Ohio, 45,353, 39.4; Richmond, Va., 45,059, 4.5; Nashville, Tenn., 40,862, 6.2; Seattle, Wash., 40,771, 88.3; St. Paul, Minn., 39,823, 33.2; New York, N. Y., 38,961, 34.6; Wilmington, Del., 37,508, 24.3; Camden, N. J., 37,563, 26.2; Trenton, N. J., 37,907, 27.6; Bridgeport, Conn., 37,006, 32.7; Lynn, Mass., 37,213, 32.1; Oakland, Cal., 36,900, 37.5; Lawrence, Mass., 62,550, 40.1; New Bedford, Mass., 62,550, 40.1; Springfield, Mass., 62,058, 40.4; Somerville, Mass., 61,643, 53.5; Troy, N. Y., 60,651, 5. Hoboken, N. J., 59,294, 86.7; Evansville, Ind., 59,129, 30.6; Portland, Ore., 55,616, 30.6; Lowell, Mass., 54,928, 25.2; Albany, N. Y., 51,101, 8. Cambridge, Mass., 51,886, 31.2; Portland, Ore., 50,426, 94.9; Atlanta, Ga., 49,722, 37.1; Hartford, Conn., 47,565, 45.3; Dayton, Ohio, 45,353, 39.4; Richmond, Va., 45,059, 4.5; Nashville, Tenn., 40,862, 6.2; Seattle, Wash., 40,771, 88.3; St. Paul, Minn., 39,823, 33.2; New York, N. Y., 38,961, 34.6; Wilmington, Del., 37,508, 24.3; Camden, N. J., 37,563, 26.2; Trenton, N. J., 37,907, 27.6; Bridgeport, Conn., 37,006, 32.7; Lynn, Mass., 37,213, 32.1; Oakland, Cal., 36,900, 37.5; Lawrence, Mass., 62,550, 40.1; New Bedford, Mass., 62,550, 40.1; Springfield, Mass., 62,058, 40.4; Somerville, Mass., 61,643, 53.5; Troy, N.