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NORTH CAROLINA: ITS POPULATION

Composition and Characteristics of the Same.

COLOR, NATIVITY AND OTHER FACTS

Many Facts Bearing Upon Educational and Industrial Development of the Good Old North State—Questions of Illiteracy and Education. Not Far Behind.

Washington, D. C., February 22.—The composition and characteristics of the population of North Carolina, as reported at the Thirteenth Decennial Census are given in an advance bulletin soon to be issued by Director Durand, of the Bureau of the Census, Department of Commerce and Labor. It was prepared under the supervision of William C. Hunt, chief statistician for population. Statistics of color, nativity, parentage, sex, state of birth, citizenship, age, illiteracy, school attendance, martial condition, and dwellings and families are presented. They are grouped as follows: For the State and counties, for cities of 25,000 or more, for cities of 10,000 to 25,000, and for places of 2,500 to 10,000. A previous population bulletin for North Carolina gave the number of inhabitants by counties and minor civil divisions, decennial increase and density of population, and the proportion urban and rural. That and the forthcoming bulletin cover all the principal topics of the population census except occupations and ownership of homes.

Color and Nativity.

The white population is divided into four groups: (1) Native, native parentage—that is, having both parents born in the United States; (2) native, foreign parentage—having both parents born abroad; (3) native, mixed parentage—having one parent native and the other foreign born; (4) foreign born.

Of the total population of North Carolina, 1,560,511, or 68 per cent, are whites, and 697,843, or 31.6 per cent, negroes. The corresponding percentages in 1900 were 66.7 and 33, respectively. In fourteen of the ninety-eight counties the population is more than one-half negro, the highest percentages being those for Warren (65.2) and Halifax (64.6). In forty-one counties, including one which reports no negroes, the percentage negro is less than 25, and in forty-three it ranges from 25 to 50.

Native whites of native parentage constitute 67.3 per cent of the total population of the State and 99 per cent of the white population. Native whites of foreign or mixed parentage constitute only 0.4 per cent of the total population, and foreign-born whites 0.3 per cent.

Of the urban population, 61.2 per cent are native whites of native parentage; of the rural, 68.4 per cent. The corresponding proportions for native whites of foreign or mixed parentage are 1.4 and 0.2 per cent, respectively. The percentage of foreign-born whites is 1 in the urban population and 0.2 in the rural; the percentage of negroes is 36.4 in the urban and 30.8 in the rural.

Sex.

In the total population of the State there are 1,098,476 males and 1,107,811 females, or 99.2 males to 100 females. In 1900 the ratio was 98.3 to 100. Among the whites there are 101.2 males to 100 females; among the negroes, 94.8. Among native whites the ratio is 101 to 100, as compared with 170.5 to 100 for the foreign-born whites. In the urban population there are 91.1 males to 100 females, and in the rural, 100.6.

State of Birth.

Of the total native population—that is, population born in the United States—95 per cent were born in North Carolina and 5 per cent outside the State; of the native white population, 5.1 per cent were born outside the State, and of the native negro, 4.9 per cent. Persons born outside the State constitute a larger proportion of the native population in urban than in rural communities.

Foreign Nationalities.

Of the foreign-born white population of North Carolina, persons born in Germany represent 18.1 per cent; England, 15.8; Russia, 12; Canada, 9; Italy, 8.8.; Turkey, 8.6; Scotland, 7.3; Ireland, 5.1; Greece, 2.9; all other countries, 12.4 per cent. Of the total white stock of foreign origin, which includes persons born abroad and also natives having one or both parents born abroad, Germany contributed 22.6 per cent; England, 17.9; Ireland, 9.5; Russia, 9.1; Canada, 8.1; Scotland, 8.1; Italy, 5.2; Turkey, 4.4; France, 2 per cent.

Voting and Militia Ages.

The total number of males twenty-one years of age and over is 506,134, representing 32.9 per cent of the population. Of such males, 70.7 per cent are whites and 29 per cent negroes. Native whites represent 70 per cent of the total number, and foreign-born whites 0.7 per cent. Of the 3,296 foreign-born white males of voting age, 1,439, or 43.7 per cent, are naturalized. Males of militia age—eighteen to forty-four—number 392,192.

Age.

Of the total population, 15.1 per cent are under five years of age; 25.5 per cent, from five to fourteen years, inclusive; 20.5 per cent, from fifteen to twenty-four; 23.1 per cent, from twenty-five to forty-four, and 15.7 per cent, forty-five years of age and over. The foreign-born white population comprises comparatively few children, only 6.9 per cent of this class being under fifteen years of age, while more than three-fourths (78.6 per cent) are twenty-five years of age and over. The proportion of children under fifteen in the negro population is greater than in the native white population of native parentage.

The urban population shows a smaller proportion of children than the rural and a larger proportion of persons in the prime of life. Migration to the city explains this, at least in part. Of the urban population, 29 per cent are from twenty-five to forty-four years of age, inclusive, and of the rural population, 22.1 per cent.

School Attendance.

The census inquiry as to school attendance was merely as to whether the person enumerated had attended any kind of school at any time between

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LUMBERING IN SOUTHWEST VIRGINIA

SKIDWAY ON CHEAT MOUNTAIN.

CAMP COOKS AT WORK.

LOG LOADER AT WORK.

A BIG LOG TRAIN.

VIEWS AND NEAR VIEWS; HINTS AND SUGGESTIONS

BY FRANK S. WOODSON,
Industrial Editor.

This column is open to contributors who have something to say of a suggestive nature, and who are willing to make hints and suggestions looking to the better development of the good old States of Virginia, West Virginia and North Carolina, and who can hold their suggestions down in any one issue to from 150 to 200 words. Such communications, addressed to the Industrial Editor, will receive prompt attention.

Answers Are in Order.

The letter below, addressed to the Industrial Editor, speaks for itself and asks its own questions. The Times-Dispatch, editorially, localizingly, industrially and otherwisely, has been propounding and suggestively answering some of the questions asked. But some of them are to be answered, if answered at all, by others in other positions and other walks of life. All of these interrogation points are pertinent and ought to be answered. This column is open to answers, if answers there be.

Here is the second letter addressed to the Industrial Editor on an interesting local subject:

Dear Sir,—Although you did not answer the question I asked last week as to whether there was any reasonable reason why Richmond should refuse to annex the outlying districts which she so much needs to relieve her state of congestion, I make bold to ask another, even at the risk of having you think me, as some one said of Mr. Pope, "a little crooked thing that asks questions."

Can you tell me why it is that Richmond people, having made one fearful and wonderful mistake in the past in allowing their city to be cut in two by a railroad track, have quietly submitted to a second track, which is sure to cut the Richmond of five or six years hence in two?

Of course, I know that when the Richmond, Fredericksburg and Potomac Railroad was first given right of way through the town comparatively few trains passed over it; but to-day there is an average of one passenger train an hour, to say nothing of freights and fugitive engines, and all traffic comes to a standstill on the two principal business streets, as well as the two principal residence streets, of the city when these trains pass.

Some day in the nearer and nearer future, when all that property that lies beyond the Rosencath Road is well within the city limits, there will be the same trouble to contend with. We will find that we have absolutely duplicated our mistake in the Belt Line road.

But, you may ask, "What are we going to do about it?" The Belt Line has the right of way. We can't take it away now, can we?

Perhaps not, but here are two remedies that suggest themselves. It has been proven by surveys recently made that the Richmond, Fredericksburg and Potomac Railroad, by beginning to excavate at Acca, can lower its tracks at least fourteen feet below the present grade. This would allow Broad, Grace, Franklin, Main Streets and the avenues to cross at grade, instead of climbing over towering embankments as some of them do now.

The other remedy is more to the point. Build a big union station about where the Chesapeake and Ohio Station now stands, with every railway line that enters the city coming into it through the ravine, which was certainly planned by nature for the purpose of railroad lines. Then, if the Richmond, Fredericksburg and Potomac feels that it must have an uptown station—and for the convenience of at least half the people of this city, it certainly should have—let the old Fair Grounds, which it owns, be the place for it. The passenger trains could stop there, back out, and pursue the even tenor of their way around the city and through the ravine to the Union Station, while the freights could go straight through.

Such an arrangement would do away wholly with the crosstown tracks, including those which make two or three blocks of Broad Street a most hideous thoroughfare, and would eliminate the necessity for a belt line road.

The people of Richmond have been very good to the Richmond, Fredericksburg and Potomac Railroad. It has been a sort of pet of theirs for years, and now that it sees it is standing in the way of the city's growth and development, it should be more than willing to repay the city for past favors by co-operating with it in some scheme that would relieve it of this incubus of crosstown tracks and delayed traffic.

Very truly,
CALLY RYLAND.

York River Trade for Richmond.

Barring a few mistakes, natural enough, the following from the Norfolk Ledger-Dispatch is correct, and is suggestive of the uselessness of shedding tears after the milk has been spilled:

"The Southern Railroad has announced that in the fall it will put on the York River Line two new steamers that will run from West Point to Baltimore. The railroad line from Richmond to West Point is to have new and heavier rails, all structures strengthened, and the roadbed reballasted so as to make it up to date.

"It is unfortunate that Norfolk could not prevail upon the Southern to carry this travel through this city. A good train on heavy rails, well ballasted, from here to Danville would enable the road to operate schedules that would turn all the tide of travel this way, but with the chance to take the Coast Line to Emporia, or to the Seaboard at La Crosse, even the travel between here and Danville is largely even now diverted to Richmond.

"The operation of the daily York River Line to Baltimore is also going to be a constant invitation to trade and travel to Baltimore rather than to Norfolk, and unless the proposed line from Hampton and Newport News is built to the York River much of that trade will be lost to this section.

"This is a matter that the business men should look into. Norfolk should gain trade and not lose it."

Danville Gets There.

The Commercial Association of Danville has issued and is circulating a very attractive and handsomely illustrated booklet that tells all about the attractions of Danville; all about the good things that town has done and that it proposes to do. Incidentally, it sets forth certain facts that may be commonplace enough in Danville, but at the same time let the outside world know that, as a manufacturing point, the Dan Valley city has become a leader among Southern towns. Its cotton and tobacco interests are unsurpassed, and its general manufacturing business is on a regular boom, while its banking facilities are sufficient to back all kinds of first-class enterprises. The

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MINERAL WEALTH OF OLD VIRGINIA

Coal and Iron Development. Report of Expert of Government Geological Survey.

DOWN IN NORTH CAROLINA

Valuable Clays and Granite Deposits of the Two States Accounted For.

Professor Edward W. Parker, of the United States Geological Survey, in his elaborate report of the minerals of the country, says of the Old Dominion:

Virginia is rich in the variety of economic minerals contained within its boundaries, but holds a somewhat inferior position in the rank of mineral-producing States, being twenty-seventh among all the States, and eighth among the Southern States. Coal, the principal output of which is from the counties in the extreme southwestern corner of the State, makes up nearly 50 per cent of the total value of the State's production. With the present calendar year the coal-mining industry of Virginia ends its third decade. The first mines were in Tazewell County in 1883. Ten years later the Clinch Valley division of the Norfolk and Western Railroad opened up the coal resources of Wise County; more recently, in 1905, with the construction of the Virginia and Southwestern Railroad, the mines in Lee County were opened up, and still more recently those of Russell County by the building of the Carolina, Clinchfield and Ohio Railroad. The entire coal production of the southwestern counties is high-grade bituminous coal, much of it used for coke-making.

Iron Industry Coming.

The iron industry has had some developments in the southwestern part of the State, and the pig-iron produced is chiefly from Virginia ores, the production in 1911 being 10,871 tons of iron ores and 308,789 tons of pig-iron.

Second in importance, however, among the industries of the State is the manufacture of clay products. These represent 13 per cent of the State's total mineral output. The principal clay product is common brick, and a large proportion of this is manufactured on the south side of the Potomac River, near the city of Washington. Ornamental, front and fire brick and some tile are also produced. The quarry products add about $1,000,000 annually to the State total mineral production, and are chiefly granite and limestone.

Granite Deposits.

The principal quarries are near Richmond, in Henrico County, the product of this region having a high reputation as a building stone. Limestone is used chiefly for iron flux, though some of this stone as well as some of the granite is crushed for macadamizing, for railroad ballast and for concrete.

Virginia stands first among all the Commonwealths in the production of maganese ore and of pyrite used for acid-making. It stands first also in the production of soapstone, most of which is manufactured into heat-resisting articles, such as hearthstones, mantels, griddles, sinks, etc. The soapstone district has its highest develop-

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INDUSTRIAL BITS ALL OVER VIRGINIA

Costly Battleships Being Built at Newport News—Lexington Gets It Fat.

REASONING OF PHILOSOPHER

Doings From Big Stone Gap in West to South Boston in South.

The Newport News Times-Herald rejoices. It says:

"The Newport News shipyard is to have the distinction of building for the United States Navy the greatest battleship in the world, at a cost of nearly a million and a half dollars more than the cost of the Texas, now nearing completion. The Newport News shipyard put in the lowest bid of any of the contestants for hull and machinery and the lowest bid on every type of engine practicable. This is a tribute to the capacity of our yard no less than to the skill of Vice-President A. L. Hopkins, General Manager A. Homer Ferguson, Asistant General Manager F. P. Palen and the corps of able assistants. The whole community is proud of their splendid achievement. This is peculiarly a 'battleship yard.' It has built more ships of war than any other yard in the country, and it is better equipped than any for this work. The contract for building the Pennsylvania will place the yard on a better basis than ever before in its history. With the work already on hand and the battleship contract, the yard will be on 'easy street,' financially speaking, for the next several years. There may be a dull season throughout the country, but Newport News will be prosperous, independently of conditions elsewhere."

Lexington is to be congratulated all around. The Gazette, a fine weekly paper of that town, says:

The bequest of a million dollars to Washington and Lee University contained in the will of Robert P. Doremus, of New York, will help to broaden and stimulate the work of this fine institution. The influence and power of a name are shown in its wonderful growth in popularity and its educational development since the name of Lee was added to that of Washington after the Civil War. When General Lee became its president many of the splendid young soldiers who had followed him in the field followed him to Lexington and received from him fresh inspiration for the peaceful work of life. Mere sentiment could not have held a large Southern clientele, however, had not the university measured up to its opportunity and to the great names which it represented. It has done a signal work for education and for the development of Southern manhood, and its alumni include many names distinguished in law, letters and public life. We are glad that its hands have been still further strengthened by its gift.

Here is the way the Valley Virginian talks about its town, Waynesboro:

"We feel like congratulating all around on the prospects of our new $50,000 post-office. This looks like we are coming along, don't it? True, we haven't just got it yet, but we will all right. It's just as sure as shooting. Before the parcel post went into effect the present post-office quarters were entirely inadequate, and it is now

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THE ACTIVE LIFE IN LUMBER CAMPS

Opportunities May Be Lost, but Are Sometimes Saved, Case in Point.

WAYNESBORO'S POST-OFFICE

Things to Be Considered in This Twentieth Century Getting Rich Proposition.

Monterey, Va., February 22.—Many a hard-working man will live to lament his lost opportunity in the lumber camps along the borderline of the two Virginias.

It was the Bard of Avon who said: "There is a tide in the affairs of men, which, taken at the flood, leads on to fortune," but the hum-drum life of the day-laborer sees so much of the "shallow shoals" and low ebb that he is prone to overlook a golden opportunity, the crisis in a life of toil.

Early in the present year a bright-faced youth, uneducated, but with ruddy cheeks, aglow with open-air exercise and life in the woods, walked into one of the banks if Monterey and approached the cashier's window with the question, "How much have I here?" The cashier looked him over, tried to place him, but failed. "You will have to tell me who you are." The young fellow did so, and was informed as to the amount to his credit, with accrued interest. "I was passing through town on my way home and called in to leave this with you," taking from his pocket a roll of bills as large as a man's wrist, receiving a deposit slip for $550.

He was an humble, obscure, country boy, from the backwoods of his county, and this was his net earnings for a year or more of hard toil in the lumber woods.

Just an Illustration.

This case is cited not so much because it is exceptional, but to show the "bounds of possibility." It was hard-earned money. Every penny of the $550 represented a sweat drop, and the saving stood for even more: the acme of resistance and self-control, a triumph over evil and prodigal tendencies so strong that only a small per cent thus employed are able to score. Whether he admits it or not, the young man who seeks employment in the lumber camps is placing himself in a crucible, and a few months—a year or two at most—will determine the relative proportions of pure gold and alloy in the makeup of his character. Opportunity, prodigality, temptation—an ill-assorted, discordant trio, forsooth, but all are present here and at "flood-tide."

The marketing of the timber of Pocahontas and western Highland, in active operation for fifteen years, will long be referred to as an eventful period in that section's history and vital in the lives of many of the men employed. In spite of the fact that the annual output during these years has been about 300,000,000 feet—the shipment of pulp material not included—not more than half of this vast wealth has been harvested. While a great era of industrial activity, no lion's share of benefits has gone out through local channels, and chiefly because so many of the thousands employed as day laborers have failed to view it as their harvest time or "windfall." Perhaps one out of every 100 has taken advantage of these years of steady employment and good wages to "place

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REAL ESTATE AND BUILDING NEWS

Politics and New Administration Cutting Something of Figure.

WILSON'S VIEWS AND OTHER VIEWS

Crazy Folks That Wait for Official Talk From High Authority—Only a Subterfuge. Waiting for a Word or Two—Speculators Who Wait.

A well-informed real estate man told me yesterday that he was of the opinion that the other real estate man who predicted such awful big things for the good month of February was a little off in his calculations. Maybe the big calculator of the first week of the month was a little off, and maybe the latter day calculator is nearer to the truth, but all the same the February business for the real estate men has been right good.

It is right hard to make the real estate fellows tell all that they know. I do not blame them. It sometimes happens that if they should tell all, or even the half that they do know, or a fourth of what they think they know, they might be talking right much to their disadvantage.

To illustrate: A fellow told me yesterday that he had on hand a deal that involved more than a hundred thousand dollars, turned around two or three times. This deal involves a sale, a borrowing on the sale, a mortgage on the borrowing, and Heaven only knows what else before it gets through. Well, there is business going right along all the time; business for the clerks of the courts and the fiends and collaborators who make the records and all the other things, and their business amounts to a great deal in the end.

Matter of Politics.

But, I am not discussing these things. They belong very much to politics, and the politicians must settle them, if they may be allowed to. It is to be hoped that they will not be allowed to, but I don't know—the politicians seem to have us in their grip.

Real Estate and Politics.

For instance: the Richmond Real Estate Exchange, presided over by some mighty good men, has been talking out in meeting of late. Only yesterday I heard that the politicians and the fee-seeker fiends had or soon expected to serve notice on the real estate folks that they must keep a little more quiet on the fee-making proposition. Well, I don't know. Certainly I hope the real estate men are fully honest in the fight they are pretending to make. There are fights and other fights. I am told that when the real estate agents commence their terrific fight for shorter fees for the clerks of the courts and the recorders of the deeds and the taxes and the per diem paid on the same, and all that kind of thing, they may hear something about the excessive commissions that real estate agents are in the habit of charging. In fact, I am told that there is a kind of semi-official combine between State officials and realty men. I don't know about it. I do know, however, that the officeholders and the clerks and recorders and things are claiming that the officeholders and the clerks are not alone guilty, and that the real estate folks and the holders of seals and the folks who swear to deeds and other things, and the real estate agents who have money to lend on real estate security, are in the habit of collecting out of the poor money borrower a great deal more than the court officials and the recorders are. I am almost willing to swear to some facts along this line myself, but since the subject is up, let it go at that.

Business Done.

The business of the past week was not altogether as good as the agents had hoped for. A well-informed authority on the real estate subject, an authority I am bound to believe in, told me that there is a dullness that is in a measure distressing. However, he said: "It is all due to politics. Do you know that the whole country is waiting on Woodrow Wilson and what he is going to say in his inaugural address next week? Now, Wilson does not know a thing about Richmond real estate, and as a matter of fact nothing that he may say or think on national questions can in any way affect the value of Richmond realty, but all the same there are a lot of fools in this town who are holding back and waiting to hear what the new President is going to say. The result is that business has been dull the last week. It makes no difference what Wilson will say next week, Richmond dirt is still here, but the fact is that the buyers and the investors are waiting to hear what he does say."

Nevertheless there was some business the past week. On the whole, more than $500,000 worth of real estate changed hands. It is not necessary to go into particulars. It is sufficient to say that there was a good deal of activity on Broad Street and out on the Boulevard and in the West End generally, and in the suburbs a good deal.

Sutton & Co. sold during the week just ended the handsome brownstone front residence 1020 West Franklin Street to Mrs. Clara K. Brockenbrough for the price of $28,000; also the handsome residence 303 East Grace Street to Dr. W. E. Broaddus for $17,000.

Douglas E. Taylor reports the following recent sales: two stores on Eighth Street, between Main and Franklin; dwelling 2500 block West Grace Street; large lot on Monument Avenue, lot on Kensington Avenue and lot on Leonard Street. These sales aggregate about $70,000.

New Ready for Business.

The Halifax Record, of South Boston, perpetrates the following: Charlie Glasscock, who lives near Wolf Trap Depot, was seen on the streets yesterday. He said he had finished all the plowing he had to do; all the necessary plant beds had been prepared; had sold all of his crop of tobacco. It would seem, as his farm is on Dan River, that he is just about ready to go fishing. The weather for angling is ideal.

Seaboard's New Notes.

Portsmouth, Va., February 22.—The Seaboard Air Line Railway Company has sold $6,000,000 of three-year 5 per cent notes to the National City Bank of New York, secured by refunding bonds of the company. Chairman S. Davies Warfield announced that the proceeds of the notes will be used for additions and betterments; also to reimburse the treasury for capital expenditures and other cash obligations.