

Walker shows that the colored man is not holding his ground numerically, as compared with the rate of increase both of the whites and of the whole population.

In 1810 the negroes comprised 19 per cent of the whole population, in 1840 16 per cent, in 1860 14 per cent, in 1880 13 per cent and in 1890 11 per cent. Up to 1850 the average rate of increase per decade had been 30 per cent.; from 1870 to 1880 22 per cent., and from 1880 to 1890 13 per cent. In connection with this decreasing rate of increase, it is noted that the colored people manifest a tendency to concentrate in the Gulf States and in parts of Georgia, Arkansas and South Carolina. From this it appears that the negro is not likely to increase in the land. It also appears that he is drifting into those portions of the country for which he is best adapted.

In New Orleans, in the census year 1889-90 the death rate was 25.57 per 1000 of the white inhabitants and 36 for the blacks. In Baltimore the corresponding rate was for whites 22.63, for blacks 36.39, and in St. Louis the death rate was 18.19 for whites and 33.76 for blacks. The birth rate among negroes is very high, and were it not for this, it is said, there would be no increase in numbers from year to year.

The *Pittsburg Commercial Gazette* contends, that should this decrease be maintained as it has been tending within the last thirty years, it would point to the inevitable extinction of the race without any convulsion or extraordinary cause. It would be accomplished by the steady process of nature. While it seems like a violent conclusion to reason that our colored people will become extinct by natural causes, still it is evident that they are falling behind in the race of population, because they cannot compete with the whites in recruiting from immigration sources.

Viewing the negro from any standpoint his future in the United States is not very promising to his race and forebodes no numerical danger to the country.

#### NEW YORK AND TROLLEY WIRES.

THE New York papers are waging a war of extermination on the trolley system of street railways. The main contention is that the telephone system is interfered with by induction, and as a secondary protest is brought forward the objection to anything so unornamental as a trolley wire being allowed on the streets of the metropolis.

We believe the average New York editor would fall into melancholia were he to discover that an important

enterprise of this sort which other cities have accepted as worthy had passed him without being pronounced utterly absurd. The objection raised to the trolley system on the score of interference with the telephone current is all right if the evil were not susceptible of remedy. But it is. And besides, this objection from New York is made especially ridiculous by the fact that the city has an ordinance requiring the telephone companies to put their wires under ground. Moreover, under the relentless assaults from the very papers that are now springing the telephone question as an argument against a trolley railway, the city authorities have already begun chopping down the poles.

But it is no matter about that. In ten years hence when every other city in America will be using the electric car, the New York papers will very likely still be cherishing the incompetent and utterly grotesque horse car, on the ground that the electric trolley wire is not pretty. An editor that in one breath will denounce as cruel and horrifying the law for killing criminals by electricity because the victim appears to suffer, and in the next breath will contend for the old barbaric process of hanging, because "the scoundrel deserves to be hung" may be expected to say almost anything, however absurd and illogical, in order to carry his point.

There are objections to the overhead wire; but its uncomeliness, if one of them, is not worth speaking of. First, it is dangerous, and second, poets reared in the middle of the street, as they have to be for the trolley wire system, are inconvenient. But one of these days some great head may perfect a practical plan for conducting the current in a trench under the roadbed. When that is done the system of street transit will be a pretty near approach to perfection.

#### WYOMING STATISTICS.

CENSUS bulletin No. 92 is devoted to the population of Wyoming. It gives in detail the population of the State by counties, cities and towns, and Laramie City by wards, according to the official returns made under the Eleventh Census taken June, 1890.

In 1880 Wyoming had a population of 20,789; in 1890 it had 60,705—an increase of 192 per cent in ten years. It has eight cities and towns having a population of 1000 and over. Cheyenne comes first with 11,690, and Carbon Town the lowest with 1140. Rock Springs has 3405, showing an increase of 346 per cent in ten years. Rawlins with 2235 shows the smallest increase

of all the cities and towns in ten years—the increase is 54 per cent. There are two towns, Newcastle and Buffalo, which had no existence in 1880, or at least do not figure in the census of that year.

Laramie County comes first in the county schedule with 16,777 of a population. The lowest is Natrona with 1,094. The county showing the greatest increase since 1880 is Crook, which had that year 239, and in 1890 2,238, an increase of 877 per cent.

#### COMPETITION IN THE OIL MARKET

THE giant Standard Oil Company has now a competitor at least that will be likely to stay with the trade. It is reported that the kerosene oil manufacture on the peninsular of Baku on the Caspian Sea, is assuming immense proportions. The product of the wells is said to already exceed the entire output of the State of Pennsylvania, and is growing with immense rapidity. The Baku oil is used in large quantities in India, and is threatening to entirely supply the markets of western Europe.

In view of the fact that the Standard Company has until recently controlled the entire oil market of the world, purchasing and closing up the oil wells of the other continent just as it has done in America, this invasion of its trade by Baku oil is likely to make a revolution in the coal oil traffic.

The Baku wells are in the hands of men whom the American monster can not handle. It has now the Rothschilds to deal with and they do not come to terms so readily as its former competitors have done. It is said that the Baku company has secured the services of a corps of American oil experts, and they are turning out a quality of oil superior to the American product.

#### THE TWO TICKETS.

WE publish today the two tickets now in the field in which the people of this city are particularly interested. The Republicans have nominated men for the Legislature who, we believe, will command the votes as they have the respect of the members of that party that have not been held in the toils of the "Liberal" faction and under the power of the "Liberal" bosses.

Their Council nominations are particularly strong; we do not see how they could have been improved upon. The House nominations are also good and there is no name upon the ticket which should not be cordially endorsed by the Republicans of the city.