

# THE ILLUSTRATED LONDON ALMANACK FOR 1881.

## THE CENSUS TAKING OF 1881.

On Monday, April 4, the occupier of every dwelling-house will be required to fill up a printed census form, with particulars of name, sex, age, rank, occupation, birth-place, &c., of every member of the household, who abode in the house on the previous night; also whether any are blind, deaf, dumb, imbecile, or lunatic. This Census will be one of more interest than usual, since the Government await the bringing in of a Reform Bill for the assimilation of county and borough franchise until the increase in the population of the country is fully ascertained.

The Census of 1881 will be the ninth decennial enumeration of the inhabitants of Great Britain, and the seventh of Ireland, taken under authority of Parliament. The first of these important investigations was instituted in 1801, in respect of Great Britain; but in Ireland not until 1821. Since then the enumeration has been taken at every decennial period with constantly improving machinery. Whilst in England and the United States a Census is taken every ten years, in France there is one every five years. The United States, however, lately fixed on what is called the periodic decade. As regards England, the organisation has long been completed by the appointment of a special public officer—the Registrar-General, under whose superintendence the previous Censuses have been taken. In Scotland and Ireland until 1861 no similar advantage existed. In 1851, in Scotland, the duty on the former occasion was intrusted to the sheriffs of the several counties, and in Ireland to the department of the Chief Secretary; but in 1855 a Registrar-General was appointed for Scotland, with the same duties as the English officer, and with appropriate machinery. In Ireland, the taking of the Census was committed, under the authority of the Chief Secretary, to the officers of the constabulary.

The preliminary report of the Census of England and Wales in 1871 established some facts of interest. From this it appeared that the increase was almost equally divided between boroughs and counties or divisions of counties, excluding the boroughs which they contain. The total increase of population having been 2,637,884, we find 1,441,393 of this increase within and 1,196,491 without the boundaries of Parliamentary boroughs. Of the 95 counties or divisions of counties the population had increased in eighty-three, leaving a decrease, which amounts in the aggregate to 25,071 in the remaining twelve. Of this decrease, 9755, or more than one third, occurred in the three Welsh counties of Pembrokehire, Anglesea, and Brecon; and the remainder in East Cheshire, East and West Cornwall, East Cumberland, North Devon, Huntingdonshire, West Norfolk, South Notts, and South Wilts. The greatest diminution in any English division was 6145 in West Cornwall; and the least, 496, in North Devon. South Shropshire showed the smallest increase of any division, amounting only to eight persons; and Middlesex the largest with 332,397—the large increments being mostly in the divisions that contain great towns. Of the 200 boroughs which returned members at the General Election of 1868, 158 increased their population by the already stated aggregate of 1,441,393. Eleven boroughs had been created since the Census of 1861, so that for them no comparison with the past could be made. Thirty lost an aggregate of 54,684 persons; and one—the remarkable case of Cocker-mouth—had remained stationary. In four boroughs the increase was less than 100; in twenty-nine more than 100 and less than 500; in twenty-three between 1000 and 2000; in eleven between 2000 and 3000; in twelve between 20,000 and 30,000; in three between 30,000 and 40,000; in three between 40,000 and 50,000; in four between 50,000 and 60,000; and in one (Lambeth) it was 84,229. The other end of the scale was occupied by Stamford, with an increase of 39 only. Sixty-eight boroughs had undergone alterations of boundary (probably in every case in the direction of enlargement), and sixty-six of those were among the number which show increase. Only two boroughs—Coventry and Macclesfield—had lost in population, notwithstanding the change of boundary. In the former the decrease was 297, in the latter 580. Of the total decrease in borough population, about two thirds, or 37,331, was in the City of London, and more than another sixth, or 8210, in Westminster. It would appear that the proportionate increase of electors was much greater in the provincial than in the metropolitan boroughs, showing that in the latter there were many more persons to be enfranchised by the Reform Bill. Thus, Finsbury and the Tower Hamlets in 1861 had 723,971 inhabitants; and in 1864 they had 53,357 electors, or 7.6 per cent. In 1871 they had 834,884 population; and in 1878 64,308 electors, or 7.7 per cent. It would seem from these examples as if the great increase in borough populations had been chiefly in the class of non-electors.

## AMERICAN CENSUS OF 1880.

So much of the Census of 1880 has now been completed as to permit the population statistics of the principal cities in the United States to be arrived at. The following table of figures is of great interest, as showing the present population of these cities, as well as the comparative rates of increase, which are very varying:—

Population.	Increase per cent since 1870.	Population.	Increase per cent since 1870.
New York ... 1,209,551	... 24	New Orleans ... 207,328	... 8
Philadelphia ... 842,000	... 24	Washington ... 160,000	... 45
Brooklyn ... 654,638	... 40	Cleveland ... 157,000	... 71
Chicago ... 477,500	... 60	Buffalo ... 149,000	... 27
St. Louis ... 376,000	... 21	Newark ... 136,000	... 30
Boston ... 352,000	... 40	Milwaukee ... 130,000	... 92
Baltimore ... 330,000	... 23	Detroit ... 119,600	... 59
Cincinnati ... 255,000	... 19	Louisville ... 112,000	... 11
San Francisco ... 227,330	... 51	Providence ... 104,000	... 52

The returns from Pittsburgh and Jersey City have not yet been completed. Chicago, Cleveland, and Milwaukee stand at the head as far as relative increase goes, and betoken the success of the grain and oil-refining trades. At the same time, the rate of increase of many smaller towns is very much larger than these. For instance, Minneapolis, another great milling and lumber centre, shows 244 per cent; Atlanta (a railway centre in Georgia), 106 per cent; Waterbury (the watchmaking city of Connecticut), 102; St. Paul, near Minneapolis, 100; and Denver, in Colorado, the astounding rate of 614 per cent. In ten years the above cities have advanced beyond the hundred thousand limit:—Cleveland, Milwaukee, Detroit, Jersey City, and Providence; and there are probably others yet to be heard from. The older cities, too, continue to increase in a manner almost as remarkable. New York has jumped from eight hundred thousand to twelve hundred thousand, Chicago has increased in much the same proportion, whilst the population of San Francisco is five times greater now than in 1860.

New York, Philadelphia, and Brooklyn retain their relative positions; but Chicago and St. Louis change places, the former being now fourth, and St. Louis fifth. Baltimore, which was sixth in 1870, has given place to Boston, which was then seventh, and San Francisco has advanced beyond Cincinnati and New Orleans, going from tenth to eighth place. It may be said, speaking generally, that the population of all the principal cities has doubled during the last twenty years. But this increase is, of course, largely due to immigration—New York alone receiving its thousands weekly from the emigrant steamers.

## A YEAR'S RAILWAY STATISTICS.

From a report presented to Parliament on the number of accidents which occurred on the railways of the United Kingdom during the year 1879 we learn that the total number of persons returned to the Board of Trade as having been killed in the working of the railways during the year was 1032, and the number of injured 3513. Of these 160 persons killed, and 1307 persons injured were passengers. Of the remainder, 452 killed and 1951 injured were officers or servants of the railway companies, or of contractors; and 420 killed and 255 injured were trespassers and suicides, and other persons who met with accidents at level crossings or from miscellaneous causes. Of the passengers, according to the returns made to the Board of Trade, 75 were killed, including 73 supposed to have been lost in the Tay Bridge disaster, and 602 were injured from accidents to trains. In addition to the above, the companies have returned 42 persons killed and 2314 injured from accidents which occurred on their premises, but in which the movement of vehicles on railways was not concerned, and which consequently cannot be considered as "Railway Accidents."

The total number of passenger-journeys, exclusive of journeys by season-ticket holders, was 562,732,890 for the year 1879, or 2,291,565 less than in the previous year. Calculated on these figures, the proportions of passengers killed and injured in 1879 from all causes were, in round numbers, 1 in 3,517,000 killed and 1 in 430,000 injured. In 1878 the proportions were 1 in 4,520,000 killed and 1 in 322,000 injured.

It appears that of the 100 train accidents investigated the largest number occurred on the following railways, viz.:—14 on the London and North-Western, 1730 miles; 9 on the London, Brighton, and South Coast, 351 miles; 6 on the Great Western, 2080 miles; 6 on the Lancashire and Yorkshire, 473 miles; 4 on the Midland, 1329 miles; 8 on the Great Eastern, 938 miles; 4 on the Metropolitan District, 16 miles; 4 on the Great Northern, 717 miles. The remaining accidents occurred on other railways, but not exceeding three on any one system. The principal causes which led to the accidents appear to have been—Negligence, want of care, or mistakes; inadequate or unsuitable brake-power; defective arrangements of signals, points, &c.; defective system for securing intervals of space between trains; defective maintenance of rolling stock or road; excessive speed; insufficient regulations; and foggy or stormy weather or snowstorms; the most serious, as in all previous years, being that of negligence or want of care or mistakes of officers and servants, inadequate or unsuitable brake-power, defective arrangement of signals and points, and defective system for securing intervals between trains.

The following figures respecting the growth of railway capital and receipts for the first half year of 1880 are more than usually interesting, as they present such a contrast to those of the previous period of 1879. The improvement is most striking in the Northern, &c., lines, where the increase in capital account seems to have almost ceased for the time being, while the receipts have been highly satisfactory in most instances. It must not, however, be overlooked that just before the table was computed the London and North-Western Company issued four millions of new stock, and that the Midland and Lancashire and Yorkshire propose to do so in October:—

### SOUTHERN LINES.

	Increase in 'Approximate cost of system.'	Increase in 'Gross Receipts from all sources.'	Increase in 'Earning power represented by gross receipts for each £100 cost.'
	Per Cent.	Per Cent.	Per Cent.
London and South-Western ...	35*	3.52	3.89
London, Brighton, &c. ...	3.27	9.36	5.69
London, Chatham, and Dover ...	3.46	5.71	2.17
South-Eastern ...	1.98	5.73	3.68
Averages, 1880 ...	2.04	5.84	4.26
" 1879 ...	2.59	1.04*	3.62*
" 1878 ...	2.85	6.00	3.06

### METROPOLITAN LINES.

Metropolitan ...	3.39	4.34	.92
Metropolitan District ...	9.85	15.06*	4.74
North London ...	1.18	5.04	3.80
Averages, 1880 ...	4.98	7.21	2.13
" 1879 ...	.89	1.25	.34
" 1878 ...	1.15	3.56	2.98

### NORTHERN, &c., LINES.

Great Eastern ...	2.12	2.27	.14
Great Northern ...	1.55	1.17	.38*
Great Western ...	.50	6.62	6.08
Lancashire and Yorkshire ...	1.72	6.32	4.52
London and North-Western ...	.43	6.45	5.99
Manchester, Sheffield, and Lincolnshire ...	2.51	8.82	6.15
Midland ...	.54	5.31	4.76
North-Eastern ...	.23*	19.37	19.64
North Staffordshire ...	.65	12.53	12.47
Averages, 1880 ...	.82	7.52	6.64
" 1879 ...	2.22	2.69*	4.75*
" 1878 ...	2.75	.14	2.54*

\* Decreases.

+ £5250 from Fulham Extension reserve fund included in 1880.

Note.—The approximate cost of each system has been arrived at by capitalising preference charges of every description, and adding amount of ordinary stock. Stocks on which dividends are deferred have been included.