The Colatchman and Southron.

WEDNESDAY, MAY 19. 1897.

THE TARIFF ON CUTLERY.

Why the Trust Can Dictate Such Outrageously High Duties.

One of the worst schedules in the Dingley bill is that relating to cutlery -especially pocket cutlery. The duties on pocketknives range from 100 per cent to 300 per cent above present duties and are nearly double those in the McKinley bill. Why, you will ask, are these duties so extraordinarily high? And why are they allowed to remain there? Both questions are easily answered.

It is unnecessary here to go into details. Before McKinley's nomination one of the five cr six large manufacturers of pocket cutlery, who was prominent in the trust, which raised prices an average of about 35 per cent under the McKinley bill, began to hustle for McKinley. He is said to have raised a large sum of money by passing the hat among the 20 or 25 cutlery manufacturers. Just how the money was spent is not known. It is probable, however, that several McKinley delegates to St. Louis owed their presence there to this fund. The hat passer himself was one of the very few delegates from New York who was for McKinley first, last and all the time. He was one of Hanna's most trusted lieutenants. One of the two favors which he is said to have asked as compensation for his valuable services was the fixing of the cutlery schedule. This privilege, being an ordinary and expected one under the protection system, was readily granted by the power behind the throne. This is probably the whole story. It explains fully why the duties are there and why they will stay there.

Below is given in detail some of the effects of the proposed duties as applied to importations for the last fiscal year. Of course but few knives will be imported under such exorbitant duties. PROPOSED SCHEDULE.

First.-All pocket knives not costing more than 40 cents a dozen, 35 per cent ad valorem. Second.—Cesting more than 40 cents a dozen, 1 blade, 20 per cert ad valorem and 50 cents a Third.-Costing more than 40 cents a dozen,

2 blade, 20 per cent ad valorem and \$1 a dozen. (If pearl or shell, 50 cents a dozen extra.) Fourth.—Costing more than 40 cents a dozen, 8 blade, 20 per cent ad valorem and \$1.50 a

Fifth.—Costing more than 40 cents a dozen. blades or more, 20 per cent ad valorem and \$2 (If pearl or sheil, 75 cents a dozen extra on 3 and 4 blades.)

Calculation showing result based on importa tions for fiscal year 1896: All knives costing 40 cents per dozen and less: 296,000 dozen, average price, 26 cents; value,

\$76,960; 25 per cent. Knives costing over 40 cents per dozen: 48,000 dozen, 1 blade, average price, 60 cents; value, \$28,800; at 20 per cent and 50 cents a

dozen; duty, \$29,760. 392,000 dozen, 2 blade, average price, \$1.63; ralue, \$403,760; at 20 per cent and \$1 a dozen;

277,000 dozen, 3 blade, average price, \$1.27; value, \$351,790; at 20 per cent and \$1.50 a dozen 254,000 dozen, 4 blade, average price, \$1.73;

value, \$439,426; at 20 per cent and \$2 per dozen Total value, \$1,223,770; total duty, \$1,584,254;

129% per cent.
Estimated that of 2, 3 and 4 blade 25 per cent are of pearl or shell, adding duty as follows: 98,000 dozen, 2 blade, at 50c. \$49,500 69,250 dozen, 3 blade, at 75c. 68,500 dozen; 4 blade, at 75c. 47,025

> \$1,740,317-1421/2 p. c. EESULT.

tions, duty would be 35 per cent. Knives to the value of \$4 per cent of impor tations, duty would be 1425 per cent.

Enives to the value of 6 per cent of importa

The duty on pocket cutlery for some years prior to 1960 was 24 per cent ad valorem.

From 1880 to 1880 it was 50 per cent ad valorem, with the exceptions of a short time during that period when it was 45 per cent ad

The McKinley tariff averaged about 91 per The Wilson tariff averaged about 51 per cent

The proposed Dingley tariff will average, based on the importations of 1886, 1421/2 per

cent ad valorem on \$4 per cent of all knives imported during that year. The equivalent ad valorem duties on the following popular description of knives, under the McKinley bill, Wilson bill and proposed

Dingley bill, are as follows: McKin- Wilson Ding-ley bill, bill, ley bill.

P. C. P. C. P. C. 2 blade jackknives that retail at 25 cents...

2 blade pearl ladies' knives that retail at 25 cents..... 112 2 blade pearl Lidies' knives that retail at 50 cents..... 83 8 blade penknives, not pearl or shell, that retail at 50 3 blade penknives, pearl or shell, that retail at 50 cents 83

or shell, that retail at 50 4 blade penknives, pearl or shell, that retail at 50 cents 83

4 blade penknives, not pearl



The corporations and wealthy individuals who are engaged in large manufacturing establishments desire a high tariff to increase their gains. Designing politicians will support it to conciliate their favor and to obtain the means of purchasing influence in other quarters. Do not allow yourselves, my fellow citizens, to be misled in this submust end in ruin.-Andrew Jackson in His Farewell Address.

The best bargain offered in Sumter is a

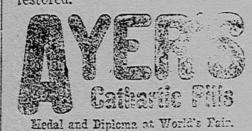
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sults of constipation, and the efficacy of

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- not one attack that did not readily yield to this remedy. My wife had been, previous to our marriage, an invalid for years. She had a prejudice against catharties, but as soon as she began to use Aver's Pills her health was restored."



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TRAINS GOING SOUTH.

Dated April 15, 1896.	N9.35	No 23	No.53	NO.51
	A. M.	P M.		A. M
Le. Florence-	3 25	7 15		9 00
" Kingstree		8 25		10 13
Ar. Lanes	4 33	8 42	P. M.	10 34
Le. Lanes	4 33	8 42	7 52	10 34
Ar. Charl't'n	6 02	10 20	9 25	12 20

TRAINS GOING NORTH.

, ,	NO.78	No.32	No 52	**
	A. M.	Р М.	A. M.	P. M.
Le. Charl't'n	5 30	5 20	7 00	4 00
Ar. Lanes	7 05	6 45	8 26	5 45
Le. Lanes	7 05	6 45		5 45
" Kingstree	7 23		E 100	6 05
Ar. Florence	8 25	7 55		7 15
	A.M.	P. M.	P. M.	P. M.

*Daily. †Daily except Sunday. No. 52 runs through to Columbia via Conral R. R. of S. C.

Trains Nos. 78 and 32 rat via Wilson and Favetteville-Short Line-and make close connection for all points North.

Trains on C. & D. R. R. leave Florence 8 55 am, arrive Darlington 9 28 am, Cheraw 10 40 a m, Wadesboro 2 25 p m Leave Fiorence, daily except Sunday, 8 10 p m, arrive Darlington 8 40 p m, Hartsville 9 35 p m, Bennettsville 9 36 p m, Gibson 10 00 p m. Leave Florence, Sunday only 9 00 pm, arrive Darlington 9 27 a m, Hartsville 10 10

Leave Gibson daily except Sunday 6 15 a m, Beanettsville 6 41 a m, arrive Darlington 7 40 a m. Leave Hartsville daily except Sunday 630 am, arrive Darlington 715 am, leave Darlington 7 45 am, arrive Florence 8 15 am. Leave Wadesboro, daily except Sunday 3 00 pm. Cheraw 5 15 pm, Darlington 6 27 p m. Florence 6 55 p m Leave Hartsville, Suadar only 7 co a m , Darlingtoa 7 45 a m., arrive Florence 8 10 a m.

J R. KENLY. Gen'l Manager, Gen li Gen | Sup':

Ohio River & Charleston Railway Co

SAMUEL BUNT, Agent for Purchaser In effect January 4, 1896

CAROLINAS DIVISION.

	No	33.	No. 11.
v Camden	2.30	pm	1
v Kershaw	3 15	pm	
v Lancaster	3.55	p m	
v Catawba Junction.	3.49	p m	
r Rock Hill	4.49	p m	
v Rock Hill	4.54		
v Yorkville	STATE OF THE PARTY	\$\$4250 taxx550	
r Blackeburg	6.33		111
v Blacksburg			8.00 a n
v Patterson Springs.			8.3) am
7 Shelby			9.10 a m
v Rutherfordton			10 50 a m
r Marion			12.20 pm

3001H BOOMD.—		
	No. 32.	No. 10
Ly Marion		, 1.30 p
Ly Rutherfordton		3.05 p
Lv Shelby		5.30
Ly Patterson Springs		5.45
Ar Blacksburg		6 10 p
Lv Blackeburg		
Lv Yorkville		
Ar Rock Hill		
Lv Rock Hill		
Ly Catawba Junction		
Lv Lancaster		
Ar Kersbaw		

Dinner at Kershaw.

Lv Kershaw 12 45 pm

Ar Camden. 1.30 p m

CONNECTIONS

No 32 has connection with the Chester & Lenoir Railroad at Yorkville, S. C., with the Southern Railway at Rock Hill, S. C, with the Seaboard Air Line at Catawba Junction, S. C., with the Lancaster & Chester Railroad at Lancaster, S. C., and with the South Carolina and Georgia Railway at Camden, S. C. No. 33 North bound train has same connec-

SAMUEL HUNT, President S B. LUMPKIN, Gen. Pass Agt

Atlantic Coast Line.

WILMINGTON, COLUMBIA AND AUGUS TA RAILROAD. CONDENSED SCHEDULE.

TRAINS GOING SOUTH.

Dated Feb. 7, 1896.	No.55.	No.51.
Leave Wilmington	P. M. *3 25	
Leave Marion	6 05	
Arrive Florence	6 45	
	P. M.	A.M.
Leave Florence	*7 15	*3 25
Arrive Sumter	8 42	4 30
		No.52.
	P. M.	A.M.
Leave Sumter	8 45	*9 35
Arrive Columbia	10 05	10 55

Central R. R., leaving Lanes 8 26 a. m., Man

TRAINS GOING NORTH

	No.54.	Ng 53.
Leave Columbia	A.M. *5 50	P.M. *5 15
Arrive Sumter	7 12	6 35 No.50.
	A. M.	P.M.
Leave Samter	7 15	#5 40
Arrive Plorence	8 25	7 55
	A. M.	
Leave Florence	8 55	
Leave Marion	9 34	
Arrive Wilmington	12 15	

*Daily. †Daily except Sunday. No. 53 runs through to Charleston, S. C., via Central R. R., arriving Macning 7 10 p m., Lanes 7 48 p m., Charleston 9 30 p. m Trains on Conway Branch leave Chad-

bourn 10 40 a. m., arrive at Conway way 1 00 p. m., returning leave Conway at 2 25 p. m., r-ive Chadbourn 4 55 p. m. leave Chadbourn 1 20 p m., arrive at Hub at 6 00 p. m., returning leave Hub 8 30 a. m., arrive at Chadbourn 9.15 a. m. Daily expept Sunday.

JOHN F. DIVINE, Gen'l Supt

KENLY, Gen'l Manager. T. M. RMERSON, Traffic Manager

Wilson and Summerton R. R

In effect January 15th, 1896.

DAING COING NOPTH

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TRAINS GOING SOUTH. No. 73.* " W. & S. Jane., Tindal, Packsville, Silver, Millard. 3 45 p m Summerton. 5 20 p m Jordon, 5 50 p m Ir. Wilson Mill, 6 30 p m

Trains between Miliard and St. Paul leave dillard 10 15 a m and 3 45 p m., arriving St. Paul 10 25 a m and 3 55 p m. Returning leave St. Paul 10 35 a m and 4 10 p m, and arrive Millard 10 45 a m and 4 20 p m. Daily except Sunday. *Daily except Sunday

THUMAS WILSON

SOUTH CAROLINA AND GEORGIA RAILROAD.

PASSENGER DEPARTMENT. Corrected to Jan. 24th, 1897.

DAILY.

S	Ly Charleston	7 10 a m	5 30 p m
		17 46 a m	6 10 p m
	Ar S mmervilie		
	" Pregnalls	18 18 n m	⁶ 50 p m
	" Georges	8 30 a m	7 04 p m
	" Branchville	9 00 a m	7 50 p m
	" Rowesville	9 15 a m	807 pm
	" Orangeburg	· 9 28 a m	8 24 p m
	" St Matthews	9 48 a m	8 48 p m
	" Fort Motte	10 00 a m	9 03 p m
	" Kingville	10 10 a m	9 20 p m
	" Columbia	10 55 a m	10 10 p m
	Lv Columbia	7 00 a m	4 00 p m
	Ar Kingville	740 a m	4 54 p m
	" Fort Motte	751 a m	4 55 pm
	" St Matthews	8 02 a m	5 09 p m
	" Orangeburg	8 24 a m	5 27 p m
	" Rowesville	8 38 a m	5 42 p m
	" Branchville	8 55 a m	5 55 p m
	" Georges	9 35 a m	6 37 pm
	" Pregnalls	9 48 a m	6 50 p m
	" Summerville	10 22 a m	7 22 p m
	" Charleston	11 00 a m	8 00 pm
	Lv Charleston	7 10 a m	5 30 p m
	"Branchville		
		19 15 n to	7 50 p m
	16 Bamberg	941 a m	8 19 p m

riegnans	7 40 a m	0 30 P
" Summerville	10 22 a m	7 22 p 1
" Charleston	11 00 a m	8 00 p
Ly Charleston	7 10 a m	5 30 p
" Branchville	19 15 n m	7 50 p 1
" Bamberg	941 a m	8 19 p i
" Denmark	9 52 a m	8 31 p 1
" Blackville	10 10 a m	9 50 p
" Williston	10 27 a m	9 10 p :
" Aiken	11 09 a m	9 57 p 1
Ar Augusta	11 51 a m	10 45 p 1
Lv Augusta	6 20 a m	3 20 p i
" Aiken	7 08 a m	4 07 p
" Williston	7 49 a m	4 44 p 1
" Blackville	'8 08 a m	5 03 p
" Denmark	8 20 a m	5 17 p 1
" Bamberg	8 33 a m	5 29 p 1
" Branchville	9 10 a m	5 55 p 1
Ar Charleston	11 00 a m	8 00 pt

Lv Augusta Ar Aiken 3 44 p m " Denmark 4 59 p m

Lv Denmark 6 25 a m 7 28 a m Ar Augusta Daily Except Sunday. Lv Camden

8 45 a m " Camden Junction 9 35 a m 10 05 a m Ar Kingville Ly Kingville 10 25 a m Camden Junction 11 00 a m

Ar Camden 11 55 a m 8 15 a m E. S BOWEN. L. A. EMERSON, Gen'l Man'g'r Traffic Man'g'r. General offices-Charleston, S C.

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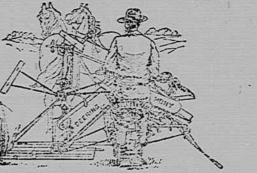
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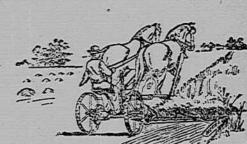
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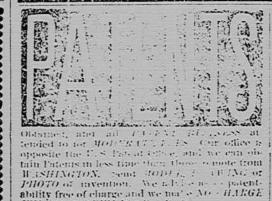
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