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FREELAND, PENNA., MAY 10, 1897.

Restriction of Immigration.

From the Hazleton Sentinel.
One result of the legislative investigation of the anthracite coal region seems to be the development of an emphatic demand for a restriction of immigration. This would seem to be the shortest route for improving present conditions. In other words a sudden and decided decrease in population would be much more efficacious and tend to benefit our people. To drive out of the country or kill off a certain element is the basis of such a theory. Restriction of immigration in the same sense is opposed to the natural system of growth and development. A study of the question shows that the popular conception is entirely wrong. Instead of a congested country we are actually the lowest in the standard of area to population of any of the civilized countries. The figures in this direction are so decided and absolutely one-sided that the suggestion of over population here becomes absurd.

In a valuable contribution to the North American Review, Simon Greenleaf Crosswell gives the relative standing of the several leading countries. He shows that the Netherlands had in 1890 the very large average of 359 inhabitants to each square mile of territory. Great Britain comes next with 311 inhabitants. Germany had 234 and France 187. Where the limit to over population comes in is difficult to arrive at. Macaulay in his history of the nineteenth century says that nearly two-thirds of the French householders are land owners, while only one British householder in four is a land owner. France would therefore appear not to be over populated.

Taking the United States, both sides of the Mississippi, we find a population of less than six individuals to the mile. This statement would seem to preclude the logic of a suggestion that the country was crowded. Taking the more thickly populated centres of the East, for instance, including New York, Pennsylvania, Michigan, Ohio and Indiana, the averages run between 45 and under 90 individuals per square mile. In a small territory made up of parts of Massachusetts, Pennsylvania and New Jersey the highest average is obtained, which goes a little over 90 per square mile.

What a wide divergence is thus shown. It cannot be possible that the country is over populated. The most ardent advocate of restricted immigration certainly cannot support this theory that there is a congestion of labor. Labor is said to be the standard of wealth, for from it all development comes. There may be, of course, necessity for limiting the class of new settlers. The only limit is, according to the national theory of our government, exclusion of worthless drones.

The standard of education as proposed might apply with some advantage, but in its general operation it might be applied in bestowing upon the applicant the right of citizenship. The education of such aliens would make the conduct of political affairs less difficult and reduce the chances of corruption. It would therefore appear that instead of advocating restricted immigration there is yet room for inviting it; that the undeveloped territory should receive attention; that the system of enfranchisement can be improved, and that with proper care in this direction our population can increase without exciting apprehension. The United States, while leading in intelligence, does not lead in size by any means, and to aid in its growth and nurture its strength should engage the attention of its economists and legislators.

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 or 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 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 voted for McKinley first, last and all the time. He was one of Hamilton'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. 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.—Costing more than 40 cents a dozen, 1 blade, 20 per cent ad valorem and 150 cents a dozen.
Third.—Costing more than 40 cents a dozen, 2 blades, 20 per cent ad valorem and \$1.50 a dozen.
Fourth.—Costing more than 40 cents a dozen, 3 blades, 20 per cent ad valorem and \$1.50 a dozen.
Fifth.—Costing more than 40 cents a dozen, 4 blades or more, 20 per cent ad valorem and \$2 a dozen.
(If pearl or shell, 75 cents a dozen extra on 2 and 4 blades.)

Calculation showing result based on importations for fiscal year 1896: All knives costing 40 cents per dozen and less:
250,000 dozen, average price, 20 cents; value, \$50,000; 35 per cent.
Knives costing over 40 cents per dozen:
48,000 dozen, 1 blade, average price, 60 cents; value, \$28,800; 20 per cent and 50 cents a dozen; duty, \$5,760.
82,000 dozen, 2 blades, average price, \$1.02; value, \$83,720; 20 per cent and \$1 a dozen; duty, \$4,732.
277,000 dozen, 3 blades, average price, \$1.27; value, \$352,790; 20 per cent and \$1.50 a dozen; duty, \$48,558.
254,000 dozen, 4 blades, average price, \$1.73; value, \$439,420; 20 per cent and \$2 a dozen; duty, \$87,884.
501,000 value, \$1,223,770; total duty, \$1,584,254; 129 1/2 per cent.

Estimated that of 2, 3 and 4 blade 25 per cent are of pearl or shell, adding duty as follows:
From 1890 to 1893 it was 50 per cent ad valorem, but with the exceptions of a short time during that period when it was 45 per cent ad valorem.
The McKinley tariff averaged about 91 per cent ad valorem.
The Wilson tariff averaged about 51 per cent ad valorem.
The proposed Dingley tariff will average, based on the importations of 1896, 142 1/2 per cent ad valorem on 64 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:

McKinley-Wilson Dingley bill, bill, bill, bill, P. C. P. C. P. C.

2 blade pocketknives that retail at 25 cents	112	50	145
1 blade pearl ladies' knives that retail at 50 cents	112 <td>50 <td>150</td> </td>	50 <td>150</td>	150
2 blade pearl ladies' knives that retail at 50 cents	83 <td>61</td> <td>120</td>	61	120
3 blade penknives, not pearl or shell, that retail at 50 cents	50 <td>61</td> <td>130</td>	61	130
3 blade penknives, pearl or shell, that retail at 50 cents	83 <td>61</td> <td>170</td>	61	170
4 blade penknives, not pearl or shell, that retail at 50 cents	83 <td>61</td> <td>190</td>	61	190
4 blade penknives, pearl or shell, that retail at 50 cents	83 <td>61</td> <td>204</td>	61	204

Hit the Wrong Party.

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 for profuse expenditure for the purpose of purchasing influence in other quarters. Do not allow yourselves, my fellow citizens, to be misled in this subject. It is a system of injustice, and if persisted in will lead to corruption and must end in ruin.—Andrew Jackson in His Farewell Address.

A Great Democratic Harmonizer.

"The Dingley bill has done more in three days to reconstruct and strengthen the Democratic party than all the harmonizers and conciliators and managers could have done in a year," the Baltimore News (Dem.) says.

Jackson's Protection Prophecy.

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Fooling the Farmer.

Sample taxes from the Dingley bill, with comparisons showing the overwhelming foreign competition to which the farmer is subjected and what protection the ways and means committee regards as indispensable:

Duty.	United States.	United States.
Dingley bill.	150.	150.
Barley, 30c. per bu.	\$7,384.34	7,650.21
Corn, 15c. per bu.	4,558.18	50,592.35
Oats, 15c. per bu.	47,549.18	15,012.50
Rye, 15c. per bu.	154.18	988.46
Wheat, 25c. per bu.	110,629.18	60,650.00
Flour, 25c. ad val.	1,341.18	14,825.94
Butter, 6c. per lb.	52,997.18	10,573.03
Potatoes, 25c. p. bu.	173,249.18	650,649.18
Total value of these exports during the fiscal year 1896.	\$139,923.02	1,961,233

Admits Prices Will Be Higher.

With regard to Chairman Dingley's admission that the duty on wool will increase the price of wool, the Kansas City Times says: "The consumer and not the foreigner, therefore, pays the tariff tax. It concedes also that the home producer puts up his prices arbitrarily. Mr. Dingley's own words are a confession that the Dingley bill is a fraud and a robbery of the people for the benefit of the few individuals and corporations."

A Wonderful Pill.

Uncle Sam—Why, doctor, that looks like the pill McKinley gave me to reduce my revenue.

Dr. Dingley—Yes, its ingredients are practically the same, though perhaps they are somewhat stronger.

U. S.—But you say this is to increase my revenue. How can it work both ways?

Dr. D.—It's a protection and prosperity pill and will produce any effect desired. It's an infallible cure for any and all fiscal and industrial ills. If taken in sufficiently large quantities, it will keep all foreign germs out of your system and leave you happy, prosperous and—



en in sufficiently large quantities, it will keep all foreign germs out of your system and leave you happy, prosperous and—

U. S.—Hold on there, doctor! You've said enough to convince me that, like all advertised panaceas, it's a quick remedy. Besides, I've tried it and found it about the nastiest dose I ever took. Its effects were also bad—very bad. It deranged my whole system and filled it so full of trust germs that I've been laid up ever since. I don't want any more of your "protection" pills and don't see why they called a protection doctor again. It must have been by mistake.

Women's Dress Goods Will Come High.

The extremely high duties which Dingley proposes to collect from women's dress goods should be more generally understood by the women of this country. It is they who must suffer most because of these duties. Here are a few samples of the increased duties taken from a list prepared by Mr. P. B. Worrall of the dress goods importing firm of Fred Butterfield & Co. of New York:

"A wool and cotton cloth costing in England 1s. per yard, equal to 24 cents in our money, weighing 16 ounces to the running yard, costs under the present tariff 33.6 cents per yard, while under the proposed tariff it would cost 67.8-16 cents per yard.

"A wool and cotton cloth costing in England 2s. 4d. per yard, equal to 56 cents in our money, weighing 28 ounces to the running yard, and costing under the present tariff 78.4 cents per yard, would under the proposed tariff cost \$1.4558 per yard.

"An all worsted cloth, costing in England 2s. 1d. per yard, equal to 50 cents in our money, weighing 16 ounces to the running yard, and costing under the present tariff 70 cents per yard, would cost under the proposed tariff \$1.298 per yard.

"A 32 inch black serge (cotton warp), costing in England 7 5/8d. per yard, equal in our money to 15.25 cents, weighing less than 4 ounces to the square yard, costs under the present tariff 22.87 cents per yard. Under the proposed tariff it will cost 30.07 cents per yard.

"A 27 inch black siltienne (cotton warp), costing in England 7 7/8d. per yard, equal to 15.75 cents in our money, weighing 3.7 ounces to the running yard, costs under the present tariff 33.62 cents per yard. Under the proposed tariff it will cost 33.92 cents per yard.

Iniquitous Lumber Tariff.

"The proposed tariff on lumber," the Boston Transcript (Rep.) says, "is simply a measure to pick the pockets and crush the industry of a large, useful and influential class of American citizens. It is uneconomic, unscientific, suicidal. The statements upon which this schedule was made up are shown to have been insidious and misleading. The result will be to strip the country not of an annually recurring income, but of its white pine principal, which at present rates is within ten years of exhaustion, and also to ruin a large class of business men in this country who deserve better things. It does not seem possible that men claiming to represent the people will permit such a measure to have the force of law. If they do, it will cease to be folly and become iniquity."

Women and the Bicycle.

A physician who wrote and talked much in favor of bicycle riding for growing girls and women when the exercise first became popular says that now, after five years, his opinion is the same with one qualification—moderation. Women should not, young or old, ride long at a time, and should not ride fast. On these limitations he now lays the greatest stress, giving his consent to his patient's riding at all only when she will positively promise to agree to them.

America Leads the World.

The real reason why England, Canada and other countries want protection from our manufacturers of bicycles is that American enterprise and American automatic machinery set a pace that is too swift to follow.

CARE OF THE WHEEL.

Every Rider Should Learn to Keep His Bicycle in Order.

To the person who has not given the matter due consideration the mechanism of a wheel is regarded as exceedingly intricate. Indeed, riders of a season's experience are found who are in equal ignorance. The non-rider thinks with consternation of the result of a fall would be, miles from home, or a puncture in the park. A fall would surely break a wheel, and a puncture would be "awful" if not worse. Now, as a matter of fact, the construction of a modern, up-to-date bicycle is simplicity itself, and the modus operandi of taking it apart and putting it together again can be mastered by anyone with but little difficulty. This is usually found out by the novice along in the middle of the season after he has several times paid car rates at a repair shop to have a puncture fixed or the chain adjusted. Cleaning the bearings will cost the price of a Sunday dinner at a country inn, and could be done just as well at home while resting.

One agent tells of a young man who twisted his handlebar in the steering head and then trundled the machine three blocks to a shop and watched the dealer repair the damage with his hands in about five seconds and charge the amazed owner 25 cents for his work. Ordinary repairing, such as patching a puncture, straightening a bent fork, adjusting bearings, etc., can be made by the average rider if he will only take the pains to watch experienced persons when opportunity occurs and be sensible enough to profit by the watching. After one has mastered the mechanism of his machine there is a great deal more enjoyment to be had out of riding than when the rider doesn't know anything about it except that it is a bicycle. He who knows his steed will see to it that it is in perfect running order before he goes out, and will not be haunted by the suspicion that possibly something is the matter with the bearings or the chain, or that his reach may not be just right. Nor will he be continually annoyed by squeaking and grinding noises like the rider who depends on the repair man to keep his wheel in shape.—Chicago Chronicle.

THE BANTAM BICYCLE.

It Dispenses with Chain Gearing and Is Very Light.

A new thing in bicycles is a tiny machine called after the tiniest child, the Bantam (for men), and the Lantamette (for women). It is the lightest of any cycle made. It has no chain or gearing that is necessarily connected therewith, the pedals being connected directly with the axle of the front wheel, the back wheel taking care of itself and following "the leader." The seat is over the center of the machine, the wheels are near together, and the whole mechanism compact and durable.

It is claimed that it is easier to learn to ride, easier to ride, and easier to mount than any other, and that there



LIGHTEST BICYCLE MADE.

can be no stooping. This last feature, it is said, will do away with the "bicycle face," and is much to be desired.

Whether great speed can be acquired or not is not stated, but it being an English invention, and the English being a leisurely riding class of people, perhaps that is not considered an essential, although it may be that great speed can be cultivated without so much exertion. In fact, the extra lightness by reason of the chain and gearing being taken away leaves less weight to be propelled, and may involve no loss of speed.

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RAILROAD TIMETABLES

LEHIGH VALLEY RAILROAD. November 16, 1896.

ARRANGEMENT OF PASSENGER TRAINS. LEAVE FREELAND.

6:05, 8:45, 9:30 a. m., 1:40, 3:25, 4:30 p. m., for Mauch Chunk, Allentown, Bethlehem, Easton, Philadelphia and New York.

6:55, 9:35, 10:15, 1:40, 2:34, 3:25, 4:26, 6:15, 6:57 p. m., for Drifton, Jedddo, Foundry, Hazle Brook and Lumber Yard.

6:15 p. m., for Hazle Creek Junction, Allentown, Bethlehem and Easton.

6:57 p. m., for Mauch Chunk, Allentown, Bethlehem and Easton.

6:57 p. m., for Delano, Mahanoy City, Shenandoah, Ashland, Mt. Carmel, Shamokin and Pottsville.

9:26 a. m., 3:28, 4:28, 5:27 p. m., for Stockton and Hazleton.</