

"Joe" LEITER's father has sold to the millionaire merchant Marshall Field his most highly prized piece of real estate in Chicago. This may help to impress on "Joe's" mind the distinction between his operations in wheat and merchandising.

**The Spanish Surrender.**  
The Spaniards last Thursday surrendered to us Santiago, the army there and all of Eastern Cuba.

This victory, magnificently achieved by mingled prudence and audacity, destroys Spain's last hope of successful resistance to our demand that this mediæval power shall withdraw utterly, finally and forever from the Western Hemisphere.

**Sampson and Schley.**  
Admiral Sampson is said to have asked Commodore Schley if, had disaster occurred, or the Spanish fleet escaped, would Schley have accepted the responsibility? It can be put down as certain, in such an event, that the responsibility would have been put on Schley, whether he accepted it or not. And he should have the credit. It will need more than a conundrum to enable Sampson to take to himself a credit earned by another man. All the reports show that Schley and the Brooklyn were in the lead and in the thick of the fight in chasing down the fleet and most advanced of the Spanish ships, the Colon, and had been in the fight from start to finish.

**Who Pays for the Stamps?**  
Assistant Attorney General Boyd has decided that the law imposing a stamp tax on bills of lading is clearly intended as a tax upon the carrier and not upon the shipper.

He rules that the railroads and express companies must themselves provide, pay for, affix and cancel the required stamps.

He further suggests to shippers that any common carrier who refuses to receive goods for shipment under this rule is a lawbreaker liable in damages to the injured person.

The law of common carriers is very rigid and thoroughly settled. They have no right to refuse any freight legally offered, and this decision renders it certain that they cannot refuse freight because the shipper declines to stamp the bills of lading. It is the duty of the carrier to do that.

The same rule clearly applies to telegraph messages. It is the duty of the telegraph company, not of the sender, to stamp them. Congress in ended to put some of the war taxes on rich corporations. They should not be permitted to shift them.

The Commissioner has, however, decided that the sender of the telegram must pay the tax.

**Our Victory.**  
We have Santiago! Our troops will leave it, except a few, who will remain there with General Garcia's army. There will be hardly any fighting during the summer, for the Spanish troops will not try to re-capture Santiago. The war will continue, judging from this beginning, for a long time. In the meantime we may fight elsewhere, and not with the Spaniards alone.

The war was started to free Cuba from Spanish misrule. This was the sole purpose, and no one, from the McKinley down, had any idea it would extend to the Eastern Asiatic islands. Cuba has become secondary and the Philippines are now our principal consideration. Indeed we have already sent more troops there than to Cuba, and the greater portion of the army in the latter island is to be withdrawn. In short, there is no longer a war for Cuba alone, but one which may involve the whole world.

Our papers are full of articles against Germany, which has had for many years commercial interests in the Philippines, and whose subjects live there by the thousands. Our admiral has destroyed the Spanish navy there, and the United States, without even possessing Manila, the capital, but holding merely some outside fortifications in the harbor, now claim all Spanish possessions, the Ladrones, Carolines and the Philippines, containing more than 1,500 islands. The native population is in revolution against Spain. Their leaders have declared themselves independent, the principal general is now President of the Philippine Republic. Even they, the allies, have not recognized the United States as owners of the Islands, and, if the Islands ever fall to the United States, the latter will have to keep a large standing army to fight the native insurgents just as Spain has done for years and years. At any rate the United States have not declared to the world that they are allied with the insurgents, and that whoever hinders and attacks them, attacks this country.

**Santiago and the Yalu.**  
The lessons in naval construction taught by our war with Spain confirm those of the latest of preceding wars, that of Japan with China.

What was specially noticeable in the battle of the Yalu was the great damage done both to the Chinese and Japanese ships by woodwork, through its taking fire and splintering. Secretary Herbert tried to substitute other materials for wood in our newest ships, and, wherever this was inconvenient, he attempted to make the wood fireproof by patent process. This last device had drawbacks, but the need itself was not questioned, and foremost in the recommendations of the Naval Board of Survey at Santiago was the advice that the least possible woodwork should be used on warships. The ravages of fire on the Spanish ships furnish all the argument needed on this point, and it will be our own fault if hereafter we neglect it.

The vast superiority of the Japanese in their rapid-fire guns, an advantage more than offsetting even the Chinese superiority in armor, was another lesson of the Yalu, and we find it repeated at Santiago. The smaller calibers in the main batteries of the battleships seem to have done extraordinary work. They could be fired faster, and it is only necessary to observe the record of shot holes in the Board of Survey's report to appreciate this fact. The story of Cervera's staff Lieutenant says that, on the *Lina Maria Teresa*, "the rapid-fire guns of the American ships were playing havoc with our men and riddling the upper works of the ships." Lieut. Carlier of the *Furor* and Lieut. Vasquez of the *Pluton* said that the boats were "literally riddled by the rapid-fire guns." No wonder that the Board of Survey dwells on this point.

Another striking lesson of the Yalu battle, the measureless importance of the personnel, and especially of skilled gunners, was repeated at Santiago as at Manila. This is the point that most strikes European observers, and indeed the Spaniards themselves, who say that they were "amazed" at the accuracy of our fire, against which nothing could stand.

At the Yalu even the poor armor of the Chinese second class battleships at least saved them from being total wrecks, and Japan, after gaining a victory with unarmored cruisers, immediately ordered armorclads. In like manner we see that the Spanish armored cruisers at Santiago, though so heavily hammered, at least were not sunk outright, but stayed afloat long enough to be beached by their crews.

But there were lessons taught in Santiago battle which were not indicated at all in the engagement at the mouth of the Yalu. One was embodied in the board's very important recommendation against carrying torpedoes, to which we have already fully referred. Another was that fire mains must hereafter be carried under the protective deck. "A signal," says Lieut. Imas, describing the fire on his ships, "was sent to the engine room to start the pumps, but the fire mains had been ruptured by an exploding shell, so that no water could be got to the fire." On this point, accordingly, we have a report from the board. Again, the Chinese war showed what an ably handled torpedo flotilla could do at night, but our war has curbed torpedo boat prestige by showing what a prompt and skilful defense can do against these little craft, so that, on the whole, their prowess is now diminished rather than increased.

Taken altogether, the naval teachings of our war with Spain are more numerous and important even than those of China's war with Japan. Many things then suggested have been illustrated afresh and more fully, while several wholly new lessons have been added.

**No More Auxiliary Cruisers Needed.**  
The Board of Inspection is said to have reported against the purchase of several ships now building. These ships could be converted into auxiliary cruisers, very serviceable for their size, but we don't need any more such vessels now. The part of Spain's navy not already destroyed is running to cover, and we have more than enough regular cruisers for our purposes. It would take till the end of the year to get ready the steamships at Cramps', and mean while we shall have the use of such vessels as the Philadelphia, Yorktown, Chicago, and Atlanta, that have hitherto taken no part in the war. We have more than a dozen vessels awaiting assignment to service, including those preparing for commission, and we shall soon have a swarm of new torpedo boats. The Board, in short, recognizes the fact that Spain's ability to carry on war at sea has already been extinguished. She has armies in Cuba, Porto Rico, and the Philippines, but her sea power is gone.

The Government's decision to clear all our ports of defensive mines shows what it thinks on that subject. We may need to charter additional transports, colliers or storeships for expeditions, but of merchantmen converted into fighting ships we have enough, and especially do not want those that cannot be ready for three or six months.

**War and Women.**  
The present war will result in some benefit to women by reason of the demand for help in place of 100,000 men who are called to the field," said Mr. T. B. Arrowshith, of Boston, at the Normandie.

"The war between the North and South, in which 1,000,000 were slain and disabled, resulted in giving an enormous impetus to the employment of females. As a matter of fact, so far as the South was concerned, prior to our civil conflict there were no women employed at any sort of work in competition with men. True, this does not include the involuntary servitude of colored women who to some extent helped cultivate the cotton plantations. But the South was hurt worse than the North by the struggle, and at its close the women of that section in numerous cases were forced by sheer necessity to engage in some sort of occupation. By degrees they found their way into the stores, factories, and offices, just as their Northern sisters had done. Then, too, the profession of teaching afforded thousands of them a chance of self-support.

"But I do not take it that it is a good thing for women to work en masse in competition with men. It is a phase of our unhealthy civilization. There are at least 3,000,000 girls and women working out from home in the United States, whose places should be filled by men, and these men should in turn be the support of the other sex. This argues that men in tremendous numbers are shirking their just responsibilities and leading lives of selfishness."

**Progress of the Beer War.**  
In Cincinnati the Gambrius Brewing Co. refuse to increase the price of beer and other brewers are wondering what to do.

At Wilmington, Delaware, the brewers have decided to pay the tax after the saloon keepers had held a consultation with them. At Wash. D.C., the saloon keepers wanted the Wash. Brewing Co. to stand half the tax, and now the saloon keepers are taking outside beer. The brewery threatens to open two or three saloons, and so the cruel war continues.

One brewer at Wheeling, W. Va. is selling beer at old price, \$5.

The Troy dealers report that beer can be bought in New York for \$2 a barrel, for which \$7.20 is asked in Troy. They also report that Troy brewers are offering to send beer to New York for \$5 a barrel, while asking more for it at home.

The joint committee of dealers met the representatives of the breweries which are outside the consolidation, including the Leisv, Diebolt, and Schlatler breweries. After a hot session the brewers refused to pay any part of the tax. Every brewer in Cleveland has signed an ironclad agreement not to pay any of the war tax on his product.

The Saloon Keepers' Association of Rock Island are endeavoring to reason with their brewers on the injustice of putting the full tax on them.

At Quincy, Ill., the local brewers express a willingness to share the tax with the saloon keepers but the St. Louis brewers doing business there say no.

The Pittsburg, Pa., liquor dealers have determined to buy outside beer. A number of foreign brewers have offered to bear the full war tax and sell the Pittsburg saloonkeepers beer at the old prices, provided they agree to buy the foreign beer under contract running six months.

The committee of saloon keepers at Oswego, N. Y., have secured the consent of the brewers to share half the tax.

At Watson, Cal., the saloon keepers, having failed to have the brewers pay the tax, have increased the price of beer to 10 cents a glass.

In some towns in California the saloon keepers are asking for a reduction of their license fee on account of the war tax on beer.

**Deer Park Hotel—Deer Park, Md.**  
*Most Delightful Summer Resort of the Alleghenies.*  
Swept by mountain breezes, 2,500 feet above sea level, and removed from all annoyances. Absolutely free from malaria, fly fever and mosquitoes. On main line of Baltimore & Ohio Railroad. Electric Lights, Turkish Baths, two large swimming Pools, Golf Links, Tennis Courts, Bowling Alleys, Magnificent Drives. Complete Livery Service. Annapolis Naval Academy Band. Delightful cottages (furnished for housekeeping if desired) ready for occupancy June 1st. Hotel open from June 25th to September 30th. For rates and information address D. C. Jones, Manager, B. & O. Building, Baltimore, Md. After that time, Deer Park, Garrett County, Md.

**Gerstenberg's Restaurant**  
At No. 1343 E Street N. W., is one of the points of interest of Washington. Well managed, centrally located, close to theatres and public buildings, with a restaurant stocked with the choicest viands of domestic and foreign production, and a table service unexcelled anywhere, it is patronized by the best class of citizens and strangers visiting the city. Mr. Gerstenberg himself is a restaurateur of many years' experience, who gives his personal attention to the smallest details of his business, and thus assures satisfaction to his patrons. A visit to Washington without a visit to Gerstenberg's is time lost.

**Internal Revenue Decisions.**

**INFORMATION FOR BREWERS AND OTHERS.**  
STAMP TAX ON MALT EXTRACT.  
Malt extract is liable to stamp tax under Schedule B, act of June 13, 1898, the same as other medicinal preparations. The fact that the substance of the article has already paid tax as beer does not exempt it from tax as a new and medicinal form.

**Mr. Bernhard Belman, Collector Internal Revenue, First District, Cincinnati, O.**  
Schmitt & Shaffer, receivers of the John Kaufman Brewing Company, have written to this office under date of June 20, 1898, stating that they prepare a malt extract which they bottle and sell to the drug trade, and they include a set of labels that are placed on the bottles. They ask if this article is taxable under Schedule B, act of June 13, 1898. They have been referred to you. Will you please advise them that this office holds that malt extract is liable to taxation under Schedule B, act of June 13, 1898. The fact that a tax has already been paid on the beer from which the malt extract is made has no bearing on the question of the taxability of the article in its new and medicinal form. Other articles which have paid revenue taxes enter largely into the composition of tonics and patent medicines generally—such as distilled spirits, for instance—but it has never been claimed that such medicines and tonics are not to be stamped for that reason.

**STAMP DUTIES**  
Stamps issued under internal revenue laws cannot be used in lieu of stamps required by the war revenue law of 1898.

**Mr. R. Yates, Collector Eighth District, Springfield, Ill.**  
Your letter of the 23rd instant is received, asking whether you can recognize and permit to be used old revenue stamps used (issued under former internal revenue stamp acts.

In reply, you are advised that stamps issued under acts now repealed cannot be used in lieu of stamps required by the war revenue law of 1898. Ample opportunity was given for the redemption of the stamps issued under laws now repealed, and by section 17 of the act of March 1, 1899, a limitation was placed upon the presentation of claims for such redemption or allowance. The stamps now required to be used are those which have been prescribed by the act, and they are required to be attached and canceled "as in this Act provided."

**SPECIAL TAXES.**  
Special tax stamp to be issued for each bowling alley, pool or billiard table.

**Mr. J. E. Houtz, Collector Internal Revenue, Omaha, Neb.**  
In reply to your letter of inquiry of the 22d instant, you are hereby advised that a separate special tax stamp is to be issued for each bowling alley, pool or billiard table. One stamp will not be made to answer for several tables, even though they are contained in a single room and operated by one person or firm (as you state).

**TAXABILITY OF GINGER ALE AND HOP ALE.**  
Ginger ale held not to be liable to taxation under Schedule B, act of June 13, 1898, unless specially brewed for medicinal purposes and not liable under section 3323, Revised Statutes, as a similar fermented liquor to ale, beer, etc. Hop ale held liable to tax as fermented liquor under section 3320, Revised Statutes, and the vendors thereof to special tax as malt liquor dealers.

**Mr. A. M. Lemon, Collector Fourth District, Grand Rapids, Mich.**  
Your letter of the 22d ultimo, asking about the taxability of ginger ale and similar preparations made from essences and extracts, together with sirup and water, has been received. These articles are not taxable as medicinal preparations under Schedule B, unless they are specially advertised as specifics for some disease of the human or animal body.

It has heretofore been ruled by this office that ginger ale is not liable under the clause taxing fermented liquors, it not being a similar fermented liquor to ale, lager beer and porter. (See section 3339, Revised Statutes.)

Hop ale made from hops, sugar and water has been held liable to taxation under this section as a similar fermented liquor, and parties manufacturing the same have been held as brewers and wholesale and retail liquor dealers.

**STAMP TAX, SCHEDULE B, ACT OF JUNE 13, 1898.**  
Taxability of artificial mineral waters.

**Mr. C. H. Trevel, Collector Second District, New York, N. Y.**  
Harris D. Colt, vice president of the Hygienic Distilled Water Company, of 349 West Twelfth street, New York City, has written to this office, under date of June 24, asking in regard to the taxability of mineral waters under Schedule B, act of June 13, 1898, which he claims are used purely as a beverage, but which at times have been advertised as beneficial for gout, rheumatism, etc. He states that they manufacture pure distilled water, and make therefrom lithia water, both still and carbonated, by adding 2 1/2 grains of pure lithia bicarbonate to the United States standard gallon. He has been referred to you. Will you please inform him that this office holds waters manufactured and advertised in the manner he describes as taxable under the first paragraph of Schedule B, and the stamp must be affixed to each bottle or siphon in accordance with the retail price of value.

**SMITHSONIAN INSTITUTE**  
Washington, D. C., July 11, 1898.  
Said to be stocked with the choicest viands of domestic and foreign production, and a table service unexcelled anywhere, it is patronized by the best class of citizens and strangers visiting the city. Mr. Gerstenberg himself is a restaurateur of many years' experience, who gives his personal attention to the smallest details of his business, and thus assures satisfaction to his patrons. A visit to Washington without a visit to Gerstenberg's is time lost.

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**Cats as Beer Testers.**

**EFFECT OF MALT SUBSTITUTES TRIED ON PATIENT FELINES.**  
In considering whether corn and other substitutes used in the place of malt in the manufacture of beer were directly injurious to health, says the *Liquor Trade Review*, Philip Schidrowitz, appearing as an expert before the Beer Materials Committee of the House of Commons, said that he had examined the effects of residues of brewing sugars and the residues of all malt beers on cats. In some of the cases where residues of brewing sugars were administered to cats, either actual vomiting or retching was caused within from half an hour to an hour, and in two cases slight ataxia was produced.

Seven experiments were conducted with the residues of all malt beers, the cats having been from eighteen to twenty hours without food. The substances were introduced into the stomach in the afternoon of one day, and the next morning all the cats were found to be quite normal, no symptoms of any kind having been observed. The cat was chosen for these experiments for two reasons: first, it is a voracious animal, and, secondly, because it is extremely resistant, the latter characteristic rendering it probable that the effects following the administration of the residues were minimal and not maximal. He thought that further investigation in this direction was necessary.

**32d National Encampment G. A. R. Cincinnati, Ohio**

SEPTEMBER 4th to 10th, 1898—BALTIMORE & OHIO RAILROAD.  
For this occasion tickets will be sold at the low rate of one fare for the round trip from all points on the Baltimore & Ohio Railroad east of Pittsburg, Parkersburg and Wheeling, inclusive, good going September 3rd and 4th, and good returning not earlier than Sept. 6th, nor later than the 13th, except by depositing ticket with joint Agent at Cincinnati, between September 3rd and 9th, inclusive, and on payment of fee of twenty-five (25) cents, when return limit may be extended to leave Cincinnati, to and including October 2d, 1898.

Owing to the great patriotic wave sweeping the country at the present time, great interest will be manifested at this meeting. Solid Vestibuled Trains of elegant coaches, Pullman Sleeping Cars, Observation Cars and splendid Dining Car Service. Three through trains daily from New York, Philadelphia, Baltimore and Washington, and two from Pittsburg.

**BALTIMORE & OHIO RAILROAD.**  
Excursion to Chautauqua, New York.

On Friday, July 15, the Baltimore & Ohio R. R. will sell excursion tickets to Chautauqua, New York, and return at following very low rate for the round trip. Tickets will be returned leaving Chautauqua not earlier than July 25, nor later than September 3, 1898.

**BALTIMORE AND OHIO RAILROAD.**  
Schedule in effect Nov. 14, 1897.

**WHITE STAR LINE**  
United States and Royal Mail Steamer Sailing from New York every Wednesday.

**HOLLAND-AMERICAN LINE**  
For Rotterdam and Amsterdam via Bolognne-sur-Mer, France.

**NORTH GERMAN LLOYD.**  
Regular STEAMSHIP COMMUNICATION Between Baltimore and Bremen.

**INDIANAPOLIS BREWING CO.**  
COMPRISING C. F. SCHMIDT, P. LIEBER, C. MAUS BREWERY.

**WM. J. LEMP BREWING CO.**  
Manufacturers of the CELEBRATED LEMP'S EXTRA PALE ST. LOUIS, MO.

**CONRAD SEIPP BREWING COMPANY.**  
John A. Urb, Pres. Theo. Oehne, V. Pres. & Treas. Julius H. Schiller, Sec.

**GOTTFRIED BREWING CO.**  
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**THE PETERSCHENHOFEN BREWING CO.**  
SPECIAL BRANDS: EDELWEISS, EDLEWEISS.

**NORTH GERMAN LLOYD**

Regular STEAMSHIP COMMUNICATION Between Baltimore and Bremen.

The following steamers of the North German Lloyd, first class in all their appointments of 5,000 to 6,000 tons, run regularly as follows:

FROM BALTIMORE.  
Wednesday, July 20, 2 pm  
\*Willehad Wednesday, July 27, 2 pm  
\*Dresden Wednesday, Aug. 3, 2 pm  
Maria Rickmers Wednesday, Aug. 10, 2 pm  
\*Muenchen Wednesday, Aug. 17, 2 pm  
Elizabeth Rickmers Wednesday, Aug. 24, 2 pm  
Roland Wednesday, Aug. 31, 2 pm  
\*Willehad Wednesday, Sept. 7, 2 pm  
\*Dresden Wednesday, Sept. 14, 2 pm  
And thereafter weekly.

**Rates of Cabin Passage.**  
II Cabin to Bremen from \$45 to \$50 and upwards  
Round Trip from \$92.50 to \$97.50 and upwards

**Rates of Steerage Passage.**  
From Baltimore to Bremen \$28  
From Bremen to Baltimore \$34  
Round trip tickets from Baltimore to Bremen and return, \$52

**HAMBURG - AMERICAN LINE.**  
Twin Screw Express Line  
Direct to Paris, London, Hamburg.

First Bismarck July 28-9 am  
Auguste Victoria Aug. 11-9 am  
First Bismarck Aug. 25-9 am  
Auguste Victoria Sept. 8-9 am  
First Bismarck Sept. 22-9 am  
Auguste Victoria Oct. 6-9 am

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United States and Royal Mail Steamer Sailing from New York every Wednesday.

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HARVEY'S  
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**CHR. XANDER**  
the only strictly wholesale wine merchant on Seventh Street (No. 909) producer of Virginia claret and port, direct importer of foreign wines, holdin the largest stock of the rarest and oldest whiskies, etc. Warehouse on Massachusetts Avenue. Winery in rear of the same and of the wholesale store, 905 Seventh Street, n.w., Washington, D. C.

**F. P. BURKE**  
Wholesale and Retail Dealer and Importer of FOREIGN WINES, BRANDIES, &c., 1334 D Street Northwest.

**J. P. STINZING**  
FINE WINES AND LIQUORS  
No. 511 Seventh Street, WASHINGTON, D. C.

**FOR FAMILY USE.**  
always for sale by  
CHR. XANDER, 909 7th St. N.W.  
different Vintages from all countries, of them his own Virginia grape product, and 27 from safe California vine yards, including the wines of F. Pohlert's Ampelos Brand; also about 150 different distillates, all chosen with the scrupulousity of the experienced connoisseur for the protection of his patrons.

**CREAM CITY BREWING CO.**  
OHN MEINERS, Wm. Klann, Pres. Adolph H. Meyers, Sec. and Treas.

**THE PHOENIX BREWING CO.**  
Brewers of Bohemian, Warzaberg & Lager Beer,  
MILWAUKEE, WIS.

**THE PUREST OF THE PURE**  
THE RICHEST OF THE RICH  
Sparkling TIVOLI Lager Beer  
The One Beer that stands Head and Shoulders above all others, as the rays of Miss Liberty's torch do above the waters of New York Bay.

**DICK BROTHERS BREWING CO.**  
Corner Ninth and York Streets  
QUINCY, ILL.