WESTERN RAILWAYS WIN FEW ADVANCES

Commerce Commission Denies Petition as to Items Yielding Most Revenue.

BIG TERRITORY AFFECTED

Majority Finds "Particular Carriers" Have Been Uneconomical and Wasteful—Minority Favors Granting Prayer.

PARTIAL SUMMARY OF EFFECT OF RATE DECISION.

Advances approved represent relatively small proportion of total.

Increases approved expected to produce $1,632,387.

Increases rejected would have added $5,971,860.

Approved advances distributed as follows: Bituminous coal, $1,226,122; hay and straw, $175,000; fruits and vegetables, $134,265; import rates, $55,000; brewers' rice, $42,000.

Increases rejected include: Grain, $2,940,237; livestock and meats, $2,000,000; from corn, $31,623.

WASHINGTON, Aug. 11.—The Interstate Commerce Commission today granted a portion of the freight-rate increases asked by the Western railroads, and refused to sanction others. The advances are comparatively small. On the items which would have netted the greatest revenue the increases were denied.

The roads asked for increases in carload rates on commodities, but did not ask for any uniform advance. Their programme would have increased their income approximately $10,000,000 a year.

Proposed rates rejected include: Grain and grain products, $2,940,237; livestock, $1,500,000; packing-house products and fresh meat (except to Missouri River points), $1,500,000; broom corn, $31,623; total, $5,971,860.

Of the carriers involved, which include those in Western trunk lines, Transmississippi freight bureau and Southwestern tariff committee territories, reaching from Minnesota into the Southwest and from Indiana to Colorado, 41 roads submitted exhibits during the hearings.

Decision Is Summarized.

The commission summarized its decision as follows:

Proposed increased carload rates on grain and grain products considered as one commodity not justified.

Proposed increase from 30,000 pounds to 40,000 pounds in the minimum carload weight of grain products justified.

Proposed increased carload rates on livestock not justified.

Proposed increased carload rates on packing-house products and fresh meats, except as indicated between points on the Missouri River, not justified.

Proposed increased carload rates on fertilizer and fertilizer materials not justified.

Proposed increased rates on bituminous coal, except as to South Dakota points, justified. The rates on coke here proposed, which are the same as on coal, justified.

Proposed increased carload rates on brewers' rice and less than carload rates on domestic rice justified.

Proposed increased carload rates on broom corn not justified.

Proposed increased import rate and proposed increases in carload minimum from Gulf ports justified.

Proposed increased carload rates on fruit and vegetables justified.

Proposed increased carload rates on hay and straw, where not in excess of class C, justified.

Proposed increased any-quantity rates on cotton piecegoods and proposed increased carload rates from points in Texas not justified.

Every Railroad Is Affected.

The decision affects freight rates mainly west of the Mississippi and Southwest. It affects, indirectly, every railroad in the United States, and the commission today served notice of its action upon 2300 large and small lines. The decision denies all the more important increases. The advances granted are, in the viewpoint of the commission, of relatively little significance.

The commission itself has no final estimate of the amount of the increases in dollars and cents. From various estimates of record, however, made by witnesses for both sides and based on the higher figures where the estimates disagreed, the following table, announced in the decision, indicates roughly the annual increase in the railroad revenues and the increases being allowed to go into effect:

Grain and grain products	$2,940,237
Livestock	1,500,000
Packing-house products and fresh meats	1,500,000
Coal	1,226,122

This makes with other items a total of $7,604,247.

Two Commissioners Dissent.

Dissenting reports were filed by Commissioners Daniels and Harlan.

Differing from the attempt of the Eastern railroads to get a 5 per cent increase, the Western railroads instead of asking a uniform increase, singled out particular commodities, moving mainly in carloads, and proposed specified increases, changes affecting minimum weights, increased charges for special service and increased rates on a number of miscellaneous articles. They based these claims for additional revenue on the ground of financial needs, the downward tendency of their net earnings and because the commodities involved do not bear their equitable share of the burden. The state commissions and other bodies denied that the financial condition of the roads warranted increased rates.

The region more particularly affected by the commission embraces Illinois, Wisconsin, Minnesota, the Dakotas, Colorado, Nebraska, Iowa, Kansas, Missouri, Arkansas, Louisiana, Texas, Oklahoma, New Mexico and the coal traffic area of Indiana, Kentucky and Alabama.

Daniels Holds Increase Warranted.

Commissioner Daniels in his dissent held the roads were entitled to increases "far in excess" of those granted by today's decision. He was convinced that the majority of the commission in refusing the principal increases took the position that the financial straits of the railroads were traceable to financial maladministration. The commissioner held that there was no question as to the facts in the financial affairs of the Rock Island, the Frisco system, and the Alton, which he referred to as having been wrecked and plundered, but he held the rate increases were justified on their own merit.

He added that the railroads had "abundantly demonstrated" that their operating income was smaller than is demanded in the public interest.

Commissioner Harlan's dissent was brief, merely holding that aside from the financial conditions of the railroads he was convinced that the increases they asked were just and reasonable. He concurred in the increases allowed in the majority report, but was unable to agree with the refusal to grant increases on livestock, fresh meats, packing-house products and cotton piece goods, some of the principal freight upon which the roads asked more revenue.

Underlying Causes Deep-Seated.

The majority held that the financial experience of the roads had been that of industry generally, but referred to the possibility "that particular carriers, by reason of financial mismanagement reflected in their operating methods, have been uneconomical and wasteful in expenditure, and thus necessarily increased their operating ratios."

"It does not appear," the majority held, "that any uniform relationship can be traced between the present level of the operating ratio of carriers whose financial administration has been culpable and of the remaining carriers. Similarly instances of notable increases in the operating ratios do not seem to be confined to roads such as the Rock Island or the San Francisco. The negative conclusion reached in this connection is but confirmatory of the fact that the general increases in the operating ratios is traceable to deep-seated, underlying causes which have affected carriers generally through increased operating costs."

CZAR LOSES FORTRESS

BENJAMINOW, EAST OF NOVO-GEORGIESVSK, FALLS.

Germans Repulse Strong Attacks on Riga-Mitau Road and From Direction of Kovno.

BERLIN, via London, Aug. 11.—The German War Office announced today the occupation of the fortress of Benjaminow, which lies to the east of Novogeorgievsk, the Russian stronghold on the Vistula, northwest of Warsaw.

The official statement follows:

"The army under Field Marshal Von Hindenburg easily repulsed strong advances made by the Russians during the last few days along the Riga-Mitau road. An attack by strong Russian forces from Kovno failed. The number of Russians taken prisoners there since August 8 has been increased to 2116, and of machine guns to 16.

"East of Lomza our troops are advancing in the direction of the Bobr-Narew line. The enemy still holds the bridgehead at Wiznia. South of Lomza, the entire Russian line is retreating. The strongly fortified sections of the Caerwony-Brok position could not be held by the enemy. Our pursuing troops crossed the Caerwony-Brok position and are advancing to the east thereof. The railway junction southeast of Ostrow was captured.

"East of Novogeorgievsk, the fortress of Benjaminow, which was evacuated by the enemy, was occupied. Bombs were dropped by our airships on the fortresses of Novogeorgievsk and Brest-Litovsk.

"The army of Prince Leopold of Bavaria during a sharp pursuit on the left wing of the allied troops reached the region of Kaluszyn. On the right wing the army of General Von Woysch took by storm early this morning rear guard positions on both sides of the Dianka west of Lukow. More than 1000 prisoners were taken.

"The army of Field Marshal Von Mackensen is engaged in making attempts on enemy positions behind the sectors of Bystrca, southwest of Radsyn, Tismenitza, west of Karczew, and on the Ostrow-Uchruck line."

MOUNTAIN TRIP BEGINS

PORTLAND PARTY HONORED AT HOOD RIVER VALLEY.

Proposed Mount Hood Loop Will Be Traversed Today and Survey Immediately Started.

HOOD RIVER, Or., Aug. 11.—(Special.)—The party of Portland men bound for Government Camp over the proposed route of the loop highway that will connect the Upper Hood River Valley with the Barlow road left Homer A. Rogers' Mount Hood Lodge early this afternoon, after a luncheon given in their honor by upper-valley residents. Mr. Rogers accompanied the party as guide.

They will camp at a rangers' headquarters in Elk Meadow, on the east side of Mount Hood, tonight. They will be met tomorrow by a party of Government engineers, who will begin immediately on a survey of the proposed loop highway, and the return journey will be made by automobiles down the Sandy River to Portland.

The Portland members of the party were: Jacob Kanzler, representing the Chamber of Commerce; Forest Supervisor T. H. Sherrard, Judge M. C. George, T. Warren Allen, Chief of National Parks and Forest Roads Department; Representative C. N. McArthur, George H. Cecil, B. J. Finch, T. J. Schuyler, of the United States Forestry Department; Marshall N. Dana and C. S. Crego, the Chamber of Commerce official photographer.

The party was joined here by Truman Butler and E. O. Blamchar. They were taken to Mount Hood Lodge in automobiles furnished by Chris Dethman, J. H. Heilbronner, Charles Steinhauser and Truman Butler.

HIGH SEA POUNDS COAST

SIX ESCAPE FROM AUTO CRUSHED TO PIECES BY SURF.

Passengers Take Trail, but Driver Struggles Through Breakers—Life Crew Rescues Bathers.

SEASIDE, Or., Aug. 10.—(Special.)—A wrecked automobile and several narrow escapes from drowning so far is the toll of the phenomenal high sea running along this section of the coast.

The party in the car driven by E. G. Herrien, while examining the caves at Hug Point, on Cannon Beach, was caught by a high sea.

Shouting a warning to the five passengers to take the trail, Mr. Herrien attempted to turn the car. A huge breaker caught and completely wrecked it. Mr. Herrien, after a hard struggle, was able to reach the shore.

At dead low water it was practically impossible to reach the beach on account of the inrush from the heavy breakers from the exceptionally heavy swell offshore.

Despite weather bureau warnings sent out all along the coast, many bathers venturing into the surf were bruised or battered. The Oates life-saving crew responded to numerous calls for aid. Notice has been given of an approaching electric storm.

The surf, with a temperature of 10 degrees above normal, adds to the mystery of the phenomenon.

Vancouver Auction Day August 27.

VANCOUVER, Wash., Aug. 11.—(Special.)—Friday, August 27, has been designated as public auction day in Vancouver near Fifth and Main streets. The auctioneer will cry the sales free of charge. The auction day scheme has been in operation here since last Spring and has proved a big success.

HUGE SHIPMENT OF BRITISH GOLD SAFE

Voyage of Millions Reaches Climax With Procession of New York Motor Trucks.

WARSHIP WELL CONVOYED

Train From Halifax Guarded by 40 Armed Men and Preceded by Light Engine to Test Bridges and Frustrate Wreckers.

NEW YORK, Aug. 11.—One million fifty thousand ounces of United States gold coin, valued at $19,534,200, consigned in England to J. P. Morgan & Co., and brought across the Atlantic by a British warship, reached the end of its long voyage today at the United States sub-treasury here, after it had been carried in 25 motor trucks three miles through the streets under heavy police guard.

The Morgan firm declined to make any statement regarding the value or character of securities which accompanied the gold. It was rumored in Wall street that the gold and securities totaled between $30,000,000 and $50,000,000. It was generally declared that the securities were chiefly American railroad bonds and preferred shares of American railroad stocks.

Crowds See Trucks Pass By.

The shipment was made in 700 boxes. Crowds lined the streets as the trucks passed and a throng watched the unloading.

The weight of the gold was about 75 tons. It was said to be the largest single shipment of gold ever sent across the Atlantic Ocean in one vessel.

Of the total shipment, $35,000,000 was in gold and was in the form of American double eagles. The weight of the gold was about 75 tons. It was said to be the largest single shipment of gold ever sent across the Atlantic Ocean in one vessel.

It was brought over in a British battleship which was convoyed through the war zone and across the ocean by a cruiser and a flotilla of torpedo-boat destroyers to guard against an attack of German submarines. The cost of transferring it from London to New York was estimated today to have been $250,000.

Canadian Treasury Reinforced.

It was said that the British battleship brought over not only the $52,000,000 in gold and securities for New York, but also a shipment of gold destined for Canada, whose treasury recently sent gold amounting to $135,000,000 to New York.

Great secrecy was maintained and all precautions were taken to prevent the German secret service from discovering the plan or route of forwarding the gold. At Halifax it was delivered into the custody of the American Express Company and when the armed train left that city it was preceded by a pilot engine for the purpose of testing bridges and to frustrate any attempt to wreck the train by the use of dynamite.

This precaution was suggested by the exploit of Werner Horn, the German reservist who attempted to blow up the St. Croix River bridge on February 2 to stop shipments of munitions to the allies.

Express Risk Makes Record.

The route over which the train proceeded from Bangor, Me., to New York was kept secret. Robert E. M. Cowie, vice-president and general manager of the American Express Company, said that the transfer was the greatest risk ever taken by an express company.

J. P. Morgan & Co., of this city, were the consignees. The purpose of the transfer of gold was understood to be to reinforce British credit here and to improve the exchange situation, as the English pound sterling has depreciated of late. The securities are presumed to be American bonds, to be used as the basis for further advances to the British government.

SIX MEN ARE INDICTED

(Continued From First Page.)

ing that the chalk holes and gangways were closed when the ship was loaded.

The counts in the indictment of Erickson are in essential similar to those against Pedersen.

The report of the grand jury finds that the disaster was caused by "instability under conditions of loading," and says that the instability was due to "one of three main causes, or any two, or all of them," as follows:

First—The overloading of the vessel with passengers.

Second—The mishandling of water ballast.

Third—The construction of the vessel.

The report says that the Eastland began loading passengers without water ballast, and that belated efforts to fill the tanks failed of success.

"That the instability of the boat was not corrected years before we regard as indicating criminal carelessness or incompetence on the part of all persons connected with the design, construction, control, operation and inspection of the boat," says the report. It points out that Federal inspectors had the right to refuse a permit to the boat, but that they are generally not trained men and failed to make stability tests.

Ballast Not Understood.

"The handling of the ballast by the officers of the boat," the report continues, "indicates an entire lack of understanding of the nature and proper uses of water ballast, and an absolute disregard of safety after repeated warnings and frequent indications of extreme instability." It continues criticising the system of water ballast employed as not preventing the shifting of the ballast.

The jury recommended that expert Federal approval hereafter be required for the construction of steam vessels, and constant inspection and supervision when in service, and hold that water ballast shall be allowed only as supplementary to a more stable ballast and used only for trimming purposes.

"We recommend," the report goes on, "that the steamboat inspection service be reorganized in a manner to make all branches co-ordinate and thus eliminate the confusion caused by the statutes delegating special powers and authority to subordinate branches. Such service should be provided with technical experienced inspectors, all under proper, systematic control."

It is further recommended that the inspection service be removed from control of the Department of Commerce to the Navy Department, and urges Illinois representatives in Congress to seek legislation to this end.

REDFIELD CHANGES RULES

New Safeguards Result From Federal Investigation.

WASHINGTON, Aug. 11.—Changes in the rules and regulations of the steamboat inspection service and the appointment of a special committee to recommend steps for safeguarding passenger traffic on the Great Lakes were ordered today by Secretary Redfield, of the Department of Commerce, as a result of his investigation of the Eastland disaster at Chicago.

New regulations will be based upon the report of the board of inquiry, which, with Secretary Redfield, conducted the investigation and recommended the following:

Increases in passenger-carrying permits must be issued by inspectors only after personal inspection of the vessel, of which inspection a written record shall be made.

All inspectors are ordered to require owners of vessels whose stability they have any reason to question to make 'inclining tests' on such vessels, under the supervision of expert naval architects provided by the Department of Commerce.

The Department today issued the following announcement:

Instructions have been given by Secretary Redfield to the supervising inspector-general of the steamboat inspection service to incorporate the suggested rules as promptly as possible in the rules and regulations of the service.

Instructions have also been given for the formation of a committee of supervising inspectors selected from the Atlantic, Pacific and Gulf coasts, jointly with those in charge of the two districts on the Great Lakes, to study conditions in the service on the Great Lakes with special reference to the safeguarding of passenger traffic and to take such steps in connection with the same as may seem to be necessary, suggesting such changes in the rules and regulations as may in their judgment be required.

GUILE LAID TO MANN

DISAVOWAL OF CANDIDACY MAY VEIL DEEPER PLANS.

Washington Suspects Republican Floor Leader Prefers to Preserve Possibilities as Dark Horse.

OREGONIAN NEWS BUREAU, Washington, Aug. 11.—The assertion of James R. Mann, of Illinois, Republican floor leader of the House of Representatives, that he "is not a candidate for the Republican presidential nomination" places three decided possibilities in this one classification. The others are Justice Hughes, of the Supreme Court, and Senator Borah, of Idaho, both of whom have asserted that they are not seeking the nomination.

The fact that these men "are not candidates" will not bar them from the convention, nor will it end moves that may be made in their behalf. Indeed, there is a strong suspicion in Washington, where Mr. Mann is well known, that he has a deep-laid purpose in announcing that he "is not a candidate." Sticking by this announcement, Mr. Mann will not seek the indorsement of the Illinois delegation and Senator Sherman will be put forward as the favorite son of the state. That Sherman will be nominated few now believe. If he is eliminated there is no reason why Mann cannot be brought forward as a dark horse.

Mann is a subtle politician and he likes to follow indirect courses of travel in carrying through his political plans. Therefore it may be possible that he is "not a candidate" because he intends to allow himself to be used as a dark horse in case the convention is seriously deadlocked.

BLOCKADE IS PROTESTED

IMPORTERS DEMAND THAT WILSON ACT PROMPTLY.

Hoke Smith Declares Seizures of Vessels Constitute Flagrant Violations of Neutral Rights.

NEW YORK, Aug. 11.—After listening to a speech by Senator Smith, of Georgia, more than 300 New York importers today adopted a petition to President Wilson, urging him to take prompt and strenuous action to relieve American importers of the conditions caused by Great Britain's refusal to allow products of Germany and Austria to be shipped from neutral ports to the United States.

Senator Smith declared the blockade, as carried out by Great Britain, was one of the most flagrant and inexcusable violations of neutral rights in naval history.

"I have determined that the only thing to do," said Senator Smith, "is to tell Great Britain to revoke the blockade order or she can have no neutral trade with us. The excuse that Great Britain seized vessels having cargoes of goods produced in Germany or Austria, or of goods intended for Germany or Austria but consigned to a neutral port, as a retaliatory measure against Germany, does not make the seizure lawful."

A committee representing various importers' associations was appointed to draw up a petition to be voted on later, asking President Wilson to call a special session of Congress to discuss ways and means of relieving the importers.

IMPORT PACT ARRANGED

COMMERCE DEPARTMENT READY TO HANDLE RUSSIAN GOODS.

Consignees May Receive Products by Giving Bond to Insure Against Their Being Re-Exported.

WASHINGTON, Aug. 11.—Arrangements for handling shipments of Russian goods to the United States under the recent agreement modifying the Russian embargo were completed today by the Department of Commerce. Under the plan, already approved by the Russian Embassy here and forwarded to Petrograd for ratification, all imports from Russia, consigned to the Secretary of Commerce, will be received at the office of the commercial agent of the bureau of foreign and domestic commerce in New York, who will undertake distribution to importers, under guarantees that the goods will not be re-exported in any form.

Shippers desiring to import Russian products will be required to submit to the commercial agent a statement of the goods to be obtained and to deposit a bond to be held pending the consumption of the imports or until the end of the European war.

The Russian embargo has held up importations amounting to millions of dollars, importers being particularly eager to secure the release of vetch seed, used as fertilizer, hides and skins and mineral oils.

TOURIST ROAD IS OPENED

People in Klamath Falls Vicinity Celebrate First Trip.

KLAMATH FALLS, Or., Aug. 11.—(Special.)—The formal opening of the Modoc Lava Beds tourist road last Sunday was a great success. Thirty-one machines journeyed to Bear Paw Cave for the noonday picnic luncheon.

Following the luncheon and a visit to the Ice Cave, most of the party proceeded on through the Lava Beds to Mammoth Cave and Lookout, returning to this city up the east side of Tule Lake, a trip in all of 127 miles from Klamath Falls. Nearly 150 people were present at the luncheon from Klamath Falls, Dorris, Lookout and towns as far away as Adin and Alturas.

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To Be Sold Out Today in Three Lots
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Dresses of Voiles, Lawns, Linen, Crepe and Linene

—Dresses in plain colors, in stripes, dots, figured and flowered designs. In pinks, blues, tans, white, greens, rose, lavender and many black and white effects.
—Dresses in dozens of the very smartest Summer styles, with skirts of the correct width and flare, or models with ruffled and flounce skirts. Trimmings of various kinds—waists with long or short sleeves, and with low necks or novelty vest effects.
—Dresses in novelty and semi-tailored styles. Dresses for all kinds of Summer occasions.

Dresses That Sell Regularly From $5.85 to $15
TODAY

Lot 1
$3.95

Lot 2
$5.92

Lot 3
$7.83

Third Floor

BERLIN SAYS BOMBS HIT

BRITISH WARSHIPS, LONDON DOCKS DECLARED DAMAGED.

Torpedo Boats Near Harwich and "Important Constructions" on Humber Are Reported Bombarded.

BERLIN, by wireless to Sayville, N. Y., Aug. 11.—The German airships which raided the east coast of England Monday night and early Tuesday morning bombarded, with good results, warships on the Thames, the London docks, torpedo boats near Harwich and buildings on the Humber, according to an official communication issued by the Admiralty tonight. The communication says:

"On the night of August 9-10 German airships attacked fortified places and harbors on the English East Coast.

"In spite of a strong defense, British warships on the Thames and the London dock, torpedo boats at a point near Harwich and important constructions of the Humber were bombarded. It was observed that the shots were good.

"The airships returned from the successful expedition."

TEXANS ON BORDER ARM

(Continued From First Page.)

the outbreak was mainly an outgrowth of lawlessness which has long existed on the Mexican side of the river. On June 4, they declared, the Secretary of War was informed that trouble was likely to break out on the American side from this source.

Mexicans Seek Protection.

Many Mexicans along the American side of the border tonight were seeking the protection of American guards in the town. Thus far the outbreaks have been in the new communities, populated largely by persons unfamiliar with Mexican ways.

Among leaders of the Mexican gangs are known to be two men under indictments in this county and one escaped convict from the American side.

Laredo today was disturbed by rumors that Mexicans were preparing to cross into Zapata County, which lies on the Rio Grande, just below Laredo. Mexicans in Laredo were reported to have said they believed a dangerous sentiment has been fomented among Mexicans, particularly across the border from the Laredo section, about the alleged harm done Mexico by the United States' failure to recognize Carranza.

These Mexican reports also said that they feared they needed only an opportunity for this sentiment to break into violence against the American border.

Colic amd Diarrhoea.

"I have never sold a medicine that gave such universal satisfaction as Chamberlain's Colic, Cholera and Diarrhoea Remedy," writes C. L. Codling, of Perth, N. Y. This remedy gives satisfaction because it always cures, and is not unpleasant to take. It is rarely necessary to give more than two or three doses to effect a cure in any ordinary case of colic or diarrhoea. Few medicines have met with such universal favor or received more unsolicited praise.

INSURANCE BODIES MERGE

Portland Becomes Headquarters for Big Corporation.

The Union Pacific Life Insurance Company was merged with the First National Life Insurance Company of Tacoma at a meeting of the stockholders of the Portland company in the Broadway building yesterday.

By this merger Portland became the headquarters of the merged insurance company, to be known as the Union Pacific Life Insurance Company of Portland. The merged company has more than 500 stockholders. The charter of the new company entitles it to do business in Oregon, Washington and British Columbia.

The Union Pacific Company was started in Portland, as an Oregon company, in 1910. A meeting of the stockholders and directors will be held today or tomorrow to elect new officers.

Tigers Defeat Soldiers.

VANCOUVER, Wash., Aug. 11.—(Special.)—In an exciting game of baseball today, the Vancouver Tigers pounced on the soldiers in Vancouver Barracks and ran away with the game and the $100 purse by a score of 5 to 3. There was intense rivalry between the two teams. Frenchy and Bladen were the battery for the Soldiers and McIrwin and McBride for the Tigers.

Resinol will stop that ugly itching rash

The moment that Resinol Ointment touches itching skin the itching stops and healing begins. That is why doctors have prescribed it so successfully for twenty years in even the severest cases of eczema, ringworm, rashes, and many other tormenting, disfiguring skin diseases. Aided by warm baths with Resinol Soap, Resinol Ointment makes a sick skin or scalp healthy, quickly, easily and at little cost.

Resinol Ointment and Resinol Soap also clear away pimples, blackheads and dandruff. Sold by all druggists; for trial free, write to Resinol, Dept. 14-S, Baltimore, Md.

To the best cigar made in the United States - of all Havana tobacco - by the Spanish (strictly hand) method of workmanship, the Panama-Pacific International-Exposition awarded the

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