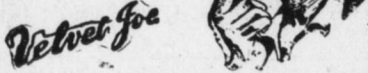


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Tobacco does not have to be "strong" to be full of flavor and fragrance. VELVET proves that. VELVET, The Smoothest Smoking Tobacco, has all the pipe smoking qualities that are natural to Kentucky's *Barley de Luxe*, together with an aged-in-the-wood mellowness that is not found in any other pipe tobacco.

Full weight 2 oz. tins, 10c.

U. S. DISTRICT COURT ORDERS DISSOLUTION

(Continued From First Page)

the trade in agricultural implements manufactured by them, their treatment of smaller competitors in general has been fair and just.

Finds Fault With Actions

The court finds fault with the actions of the corporation, aside from the technical violation of the Sherman law, for only two actions. The opinion declares that there was no excuse for the advertising of the products of D. M. Osborne & Co. as independent for two years after it had actually entered the International Harvester Company. This advertising was to induce purchasers, the court finds, from those who were opposed to buying from the combination.

The other act censured by the decision was the manner in which the five original concerns were turned over to the International company by William Lane New York banker, who contended that he had purchased the properties.

"The court is clearly of the opinion," the decision reads, "that the process by which it was made to appear that the properties were sold to Lane was merely colorable."

The court holds, however, that the property turned in to the International company was greater than that the stock issued for it, and that the case involves no question of over-capitalization.

Other Cases Cited

The court cites portions of the decision in the cases of the Standard Oil Company, the American Tobacco Company, the Du Pont De Nemours Company and other cases as to what constitutes the restraint of trade, reasonable and unreasonable, and concludes: "We think it may be laid down as a general rule that if companies could not make a legal contract as to prices or as to collateral services, they could not legally unite, and as the companies named did in effect unite, the sole question is as to whether they could have agreed on prices, and what collateral services they would render when their companies were all prosperous, and they jointly controlled 80 to 85 per cent. of the business in that line in the United States. We think they could not have made such an agreement."

"If the five companies which formed the International had been small and their combination had been essential to enable them to compete with large corporations in the same line, then their uniting would, in the light of reason, not have been in restraint of trade, but in the furtherance of it; but when they constituted the largest manufacturers of their articles in America, if not in the world, and held jointly about 80 to 85 per cent. of the trade, and two at least of the companies forming the combination were prosperous, their combining was, when similarly viewed, an unreasonable restraint of trade. If the business of the separate companies combining was unsuccessful, it could be plain that their combination was reasonable in view of the rule of reason as proclaimed by the Supreme Court, but it is conceded that the McCormick and the Deering companies had established reasonably successful and prosperous businesses," so that question is eliminated.

Legal Business Shown

"There is no limit under the American law to which a business may not independently grow, and even a combination of two or more businesses, if it does not unreasonably restrain trade, is not illegal; but it is the combination which unreasonably restrains trade that is illegal, and if the parties in controversy have 80 or 85 per cent. of the American business, and by the combination of the companies all competition is eliminated between the constituent parts the combination, then it is in restraint of trade within the

meaning of the statutes under all of the decisions."

The decision reviews the history of the manufacture of harvesting implements in the United States, asserting that prior to the organization of the International Harvester Company the principal manufacturers of harvesting implements in the United States were: The McCormick Harvesting Machine Company, of Chicago, founded in about 1849.

D. M. Osborne & Co. of Auburn, N. Y., founded about 1860.

The Warden, Bushnell & Gleason Company, of Springfield, Ohio, founded about 1869.

The Deering Harvester Company, of Chicago, founded about 1875.

The Milwaukee Harvester Company, of Milwaukee.

The Plano Manufacturing Company, of West Pullman, Ill.

Harvester Case Will Soon Be Appealed in Supreme Court of U. S.

(By Associated Press)

Chicago, Ill., Aug. 12.—The Harvester case will be taken to the Supreme Court of the United States as soon as possible, according to the statement made here to-day by Cyrus H. McCormick, president of the International Harvester Company. Mr. McCormick said:

"The adverse decision is a great disappointment. As I understand it, it is not based on actual wrongs done in the conduct of the business of the International Harvester Company, but upon the elimination of competition more than ten years ago between the companies whose properties were purchased by it."

"The opinion acquits the company, its officers and directors of charges of over-capitalization and unfair and oppressive policies and practices."

"It does not sustain the charge in the petition of the government but abandoned on the argument that the company had charged excessive or unfair prices."

"Aside from its original organization and the facts connected with its purchase of competitive plants, the opinion finds nothing to be condemned in the history of the company's growth or in the manner of developing and carrying on its business. The organization of the company and the conduct of its business acts done in the belief that no law was being violated after consultation with counsel of honest standing."

"The decision of the company is condemned by the majority of the court as a violation of the Sherman act, but the company is not found guilty of having violated the law in the conduct of its business or of having injured its customers or its competitors."

"The conclusion arrived at seems to be that the Harvester is a good but illegal trust. Its business has been conducted fairly and the economies secured by its organization have inured to the benefit of its customers, the farmers, but nevertheless the majority of the judges hold its existence illegal."

"The decision is by a divided court and the case will not be ended until the Supreme Court has said the last word. We still hope that the great public benefits secured by the organization of the company and the methods adopted in carrying on its business will be made permanent by the final decision in the court of last resort. It may well be that that court will hold the view expressed in the dissenting opinion of Judge Sanborn."

DEPARTMENT BUYS SILVER

(By Associated Press)

Washington, D. C., Aug. 12.—The Treasury Department to-day announced it had bought 1,175,000 ounces of silver at 52 cents an ounce, with the twofold purpose of enabling both mines and smelters to continue operations and to take advantage of low prices caused by the check in the export movement.

RAILROAD NEWS

DECREASE TRAFFIC SINCE WAR STARTED

Slump Due to Unsettled Conditions Now Prevailing on the Continent

Since Monday of the past week both branches of railroad traffic on the Pennsylvania, between New York and Pittsburgh, have shown a noticeable decrease. According to Pittsburgh officials of the country, the slump is said to be due to the unsettled conditions now prevailing in Europe.

Diametrically different conditions obtained prior to last week, the month of July having witnessed a distinct increase in both travel and tonnage and the carriers were greatly encouraged in consequence. During the past week, however, an increasing tourist movement which was a feature of the present summer dropped off and it is said that local travel decreased below normal.

Within the past week, the Pennsy experienced one redeeming feature—excursionists to Atlantic City and other resorts. Regular trains carried many people to the shore and several special trains carried scores to the Atlantic coast cities. From Pittsburgh alone, thirty-five day coaches filled with excursionists, as well as thirty chair car loads and thirty sleeping car loads, were sent east last Thursday.

There has been no such compensation in respect of the freight movement thus far, although shippers and transportation interests in the Smoky City infer that the existing stagnation will be of brief duration and that business will revive as suddenly as it declined.

New Central Division.—As a result of the lease of the Northern Central Railway by the Pennsylvania Railroad Company, effective August 1, 1914, the Pennsylvania Railroad Company has assumed the operation of all lines of railroad formerly operated by the Northern Central Railway Company. The Erie Division of the Pennsylvania Railroad Company and the Northern Central Railway have been consolidated under the name of Central Division—Pennsylvania Railroad Company.

"Until further notice the subdivisions and branch roads included under the Erie Division of the Pennsylvania Railroad Company and the Northern Central Railway will continue to be operated as subdivisions and branch roads of the Central Division—Pennsylvania Railroad Company."

Effective August 1, 1914, the name of the Central Division was changed to Media Division.

More Pay For Railroads.—The House at Washington, yesterday, passed a viva voce vote the Moon bill, providing for the readjustment of railroad pay. The bill is estimated that the railroads will receive about \$2,000,000 annually in addition to the amount they received for transporting the mails.

The Cullip amendment to the bill, providing that the railroads should appoint their assistants without regard to the civil service rules, was defeated 163 to 81.

Standing of the Crews

(HARRISBURG SIDE)

Philadelphia Division—110 crew first to go after 3:45 p. m.: 113, 103, 111, 115, 112, 120, 112, 105, 104, 128, 126, 127, 12.

Engineers for 103, 111, 112, 122, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

ENOLA SIDE

Philadelphia Division—251 crew first to go after 3:45 p. m.: 24, 205, 204, 235, 243, 219, 232, 218, 217, 216, 215, 214, 213, 212, 211, 210, 209, 208, 207, 206, 203, 202, 201, 200, 199, 198, 197, 196, 195, 194, 193, 192, 191, 190, 189, 188, 187, 186, 185, 184, 183, 182, 181, 180, 179, 178, 177, 176, 175, 174, 173, 172, 171, 170, 169, 168, 167, 166, 165, 164, 163, 162, 161, 160, 159, 158, 157, 156, 155, 154, 153, 152, 151, 150, 149, 148, 147, 146, 145, 144, 143, 142, 141, 140, 139, 138, 137, 136, 135, 134, 133, 132, 131, 130, 129, 128, 127, 126, 125, 124, 123, 122, 121, 120, 119, 118, 117, 116, 115, 114, 113, 112, 111, 110, 109, 108, 107, 106, 105, 104, 103, 102, 101, 100, 99, 98, 97, 96, 95, 94, 93, 92, 91, 90, 89, 88, 87, 86, 85, 84, 83, 82, 81, 80, 79, 78, 77, 76, 75, 74, 73, 72, 71, 70, 69, 68, 67, 66, 65, 64, 63, 62, 61, 60, 59, 58, 57, 56, 55, 54, 53, 52, 51, 50, 49, 48, 47, 46, 45, 44, 43, 42, 41, 40, 39, 38, 37, 36, 35, 34, 33, 32, 31, 30, 29, 28, 27, 26, 25, 24, 23, 22, 21, 20, 19, 18, 17, 16, 15, 14, 13, 12, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1.

THE READING

Harrisburg—210 crew first to go after 3:30 a. m.: 17, 15, 20, 12, 8, 24, 1, 18. East-bound after 10:35 a. m.: 54, 71, 63, 57, 70, 64, 63, 56. Conductors up: German, Philadelphia, King. Engineers up: Fretow, Peltz, Wireman, Earhart, Morrison, Tipton, Wood. Firemen up: Fulton, Nye, Zukowski, King, Boyer, Snader, Moyer, Kelley, Rumbaugh, Palm, Chronister, Bingham. Brakemen up: Smith, Mumma, Hoover, Heckman, Straub, Martin, Achey, Shader, Behrnsfeld, Gardner, Ensminger, Peagle, Painter, Ely, Kapp.

CASTOR A

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DISSOLUTION OF N. H. RAILROAD NOT STAY PLANS

(Continued From First Page)

merger to the Federal Court will not stay the plans for criminal proceedings as soon as possible.

The next move will be to bring up the civil case in the Federal Court in New York city.

Agreement Reached
An agreement was reached late yesterday between the government and the New York, New Haven and Hartford Railroad Company was held this afternoon at the Grand Central Terminal. After the meeting President Hustis said that in pursuance of the hope expressed in his statement of July 21 that a way might still be found to accomplish the peaceful dissolution of the properties, an agreement had been reached, which is substantially a renewal of the original agreement between the Attorney General and the company in all respects except as to the Boston and Maine stock, and is in accordance with the vote of the stockholders at New Haven, Aug. 11, authorizing a settlement with the government.

"President Hustis said in conclusion that this arrangement having been accepted by the Attorney General had been ratified by the board of directors at the meeting to-day, and that the members of the board highly appreciated the courtesy of the Attorney General and his co-operation in the endeavor to solve the problem without inflicting unnecessary loss upon the shareholders and to effect a rehabilitation of the property in the interests of the public."

"President Hustis resigned as a director of the New Haven, as on Saturday, but the resignation of the Boston and Maine stockholders will be thereupon elected president of the New Haven. The resignation of John L. Billard was accepted."

Kaiser Tried For Peace, Declares Correspondent

(By Associated Press)

London, Aug. 12, 3:10 A. M.—Two salient points emerged from the latest news of the great war. The first and most striking is what is described here as "the silent victory." This applies to the fact that the North Sea, over which almost absolute silence has brooded so long, is now open to shipping without serious danger.

This fact, in the opinion of the authorities here, implies that the German fleet for the time being is safely held in check.

The second point is that the French have been obliged to evacuate Muehlenhausen and occupy new positions outside the town.

According to German reports, this was the first important battle of the campaign and the French, who had 55,000 men, suffered a serious check.

In Belgium the positions show little change. A great battle is expected somewhere on the line between Thionville and Liege between the Germans, the French and Belgians. It is thought probable it will occur within a few days.

The Germans have occupied Tongres and are reported to have captured a railway station twenty-four miles from Liege. Outpost affairs of no great importance are reported at numerous frontier points of the many nations engaged in the war, but except in Belgium no great battle is likely for some time to come, as the respective armies are still engaged behind these covering actions in the work of concentration on the frontiers.

In the naval sphere there is no news except a report that the elusive German cruisers Goeben and Breslau have reached the Dardanelles, where, in accordance with international law, they will be dismantled and interned until the war is ended. Should this news be confirmed, it will be a great triumph for the British and French shipping in the Mediterranean.

In the political sphere are two interesting items. According to the Cologne Gazette, Rumania has joined the triple alliance, and the Serbians, it is reported from Cetinje, the Serbian and Montenegrin arms have effected a junction at Plevlje (Tashkent) 150 miles from Novibazar, where they are awaiting the Serbians, the revolutionary propaganda in Bosnia, which, they hope, will facilitate their occupation of that country.

Shaw Accuses England of Having Forced War

(By Associated Press)

London, Aug. 12.—George Bernard Shaw writes in the Daily News: "Now that we are at war, it is well that we should know what the war is about. To be sure, we were not at war because Germany violated our famous proposal that we should allow her to violate Belgian neutrality. If it had suited us to accept that proposal, we might have done so, for the reasons for accepting it, advocates of our own neutrality have found some of them already, no more infamous than the reasons we have given in the past for courses which happened to be convenient to us. Let us, therefore, drop it."

"Our national trick of virtuous indignation is tiresome enough, but our party strife at home; in war it is ungalant and unpardonable. Let us take our pugnacity to the field and leave our hypocricy at home. Blood at home; they weaken a heroic fight and encourage only blackguards. This war is a balance of power war and nothing else, and the fact that we all have to face is that if our side is victorious the result will be an overbalance of power in favor of Russia, far more dangerous to all the other combatants than the one we are fighting to redress."

Americans in Egypt Are in Need of Money

(By Associated Press)

Washington, D. C., Aug. 12.—Congressional committee reports today say that Americans on board the steamers Finland and Marquette have left the city for America via London. The dispatch says that the sentence, "Antwerp port closed Germany," is not known whether that meant Antwerp was closed to or by the Germans.

News has reached the State Department that a number of American agents in Egypt are without money and want transportation.

Breaking off of diplomatic relations between Hungary and France was officially reported to the State Department by Ambassador Penfold at Vienna.

Dispatches