

FORD WINS 6 CENTS; CASE ONE OF MOST COSTLY IN AMERICA

Chicago Paper Expects to Pay
Injured Plaintiff the Amount
Awarded by the Trial Jury.

\$355,000 IS COST OF CASE

Detroit Automobile Man Looks
Upon Result as Complete Vin-
dication of Himself.

By Harry Reutlinger
Mount Clemens, Mich., Aug. 15.—(I. N. S.)—Attorneys for the Chicago Tribune, it is considered certain today, will accept without contest the verdict of 6 cents damages awarded Henry Ford by the jury which heard the prolonged and bitterly-fought Ford-Tribune \$1,000,000 libel suit. The verdict of the jury was returned in court at 8 o'clock Thursday night, after 10 hours of deliberation.

The attitude of the Tribune was plainly indicated by Attorney Weymouth Kirkland, chief counsel for the news paper, who said after the verdict was returned:

"If a six cent verdict had been asked for in this case it would not have lasted three months. It was not what Mr. Lacking (Ford's attorney) insisted upon. He said a small verdict would be a defeat. We are satisfied if he is."

BOTH SIDES SATISFIED
This statement and the fact that no motion or appeal for a new trial were made after the verdict are taken as an indication that the Tribune will settle the case in accordance with the jury's verdict and avoid a fight in the higher courts.

Ford and his attorneys, however, look upon the verdict of the jury as a complete vindication. The charge that "Ford is an anarchist," contained in the Tribune editorial brought about the suit, has been disproved by the jury's action. By finding in favor of the plaintiff, even though the damages are negligible, the jury has vindicated the Detroit automobile maker and decided that, under the evidence presented in court and the instructions of the judge, the Tribune was not justified in calling Ford an anarchist.

Attorney Alfred J. Murphy, Ford's personal friend and one of his attorneys, said after the verdict was returned:

"The important issue of the case has been determined favorably to the plaintiff. He has been vindicated. Money damages were entirely subordinate and were not sought by Mr. Ford. He stands not only vindicated but his attitude as an American citizen has been justified after a trial that raised every issue against him which ingenuity and research could present. His friends are entirely satisfied."

Henry Ford, who is camping in the Adirondacks with his friends, Thomas A. Edison and John Burroughs, was notified of the verdict by his secretary Ernest Liebold. Not only was Ford absent from the court but his son, Edsel, who was one of the chief witnesses, was not present.

MAJORITY FOR DAMAGES
Captain J. M. Patterson, one of the editors and owners of the Tribune, was the only principal in the trial, aside from the attorneys, who was in court when the verdict was rendered.

According to Foreman Hulett, of the jury, a large number of ballots were taken before a verdict was reached. The first vote, it is reported, was 8 to 4 in favor of awarding damages to the plaintiff. Ten hours of deliberation, which is believed to have centered chiefly about the amount of damages to be awarded, were required before the six cent award was arrived at.

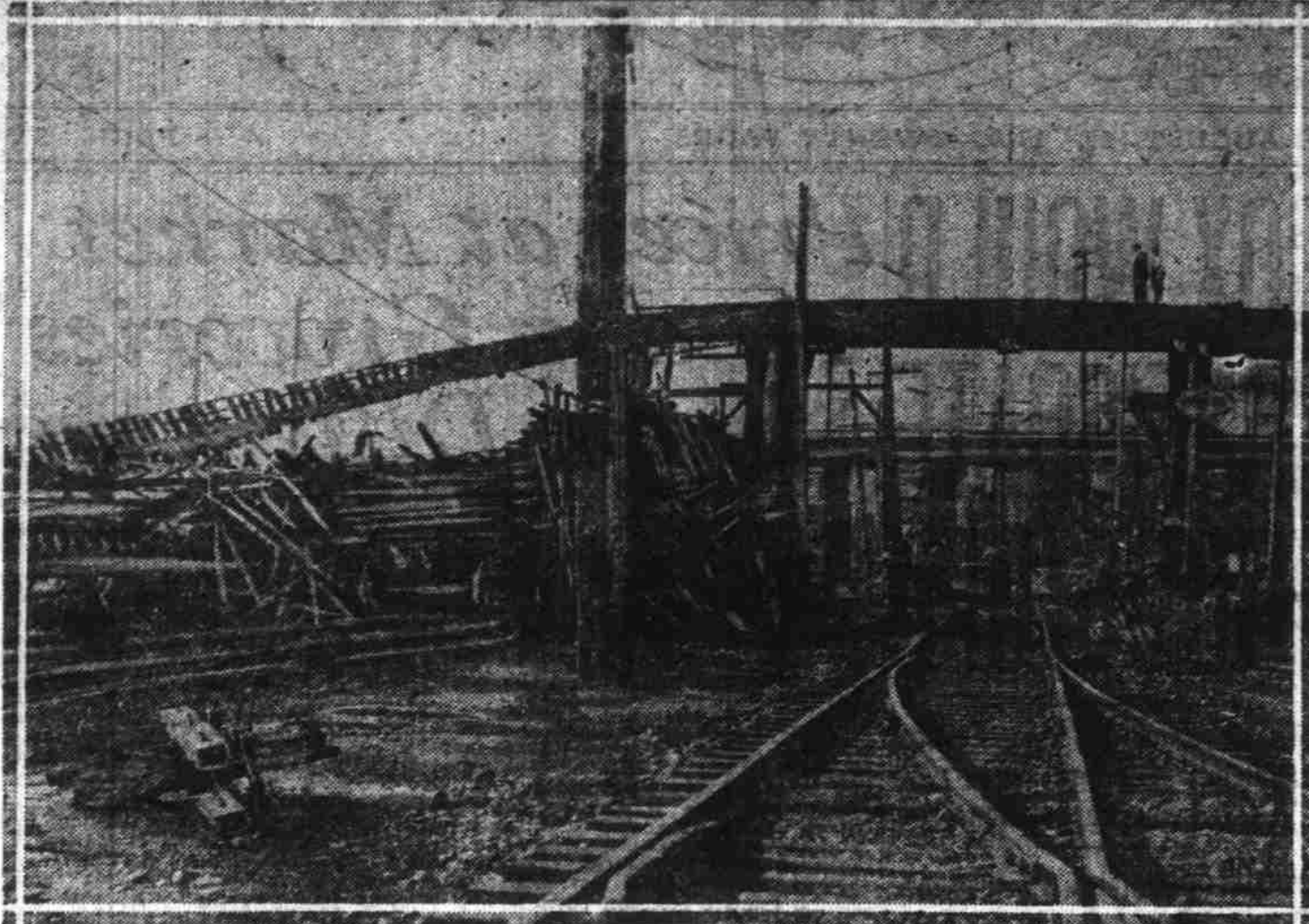
Considerable interest was manifested today in the item of costs attached to the suit.

Summarized the estimated costs are as follows:
To the state of Michigan for maintaining court, \$10,000.
To the Tribune, \$45,000.
To Mr. Ford, \$300,000.

To the Tribune expenses must be added, the legal allowances that go to a successful litigant in Michigan but these, while reaching a substantial sum, will far from repay Ford for the expenses of the three years spent in preparing evidence and obtaining witnesses. It is believed that the case was one of the most costly pieces of litigation in the history of the American courts.

The most spectacular item of expense was the bringing of 25 witnesses for the Tribune from the Mexican border. The Tribune called 72 witnesses and Ford 48. The resulting witness and hotel expenses will amount to thousands of dollars. It is estimated the transcript of the evidence alone will cost \$10,000. The length of time required for the trial of the case was a few days more than 14 weeks.

WHERE FIREMAN FELL TO DEATH



Trestle over Oregon Electric Railway which collapsed during fire, hurling Frank McCormick into fire below

FIREMAN KILLED IN \$45,000 BLAZE

(Continued From Page One)

men first arrived they were forced to allow the fire to burn, devoting all their energy to wetting down the Portland Lumber company yards and the warehouse of Timms, Cress & company, which had already been set on fire by flying embers and heat. Considerable credit is due to the men of Engine 3, who for three hours stood between the fire and the Portland Lumber company mill and amid clouds of smoke kept the fire from spreading.

SHIP PLANTS IN PATH.
"Had the fire worked its way into the main lumber yards we never could have stopped it," Fire Marshal Grenfell said. "It would have taken the Northwest Steel, Columbia River Shipbuilding plant, Coast shipyards and everything else in its way."

Assistant Chief Laudensio, who is on a vacation, couldn't resist the temptation when he heard the third alarm whistle blowing and responded to the call for help. Grenfell turned the men over to Laudensio upon his arrival. The accident which cost McCormick's life happened about 7:30 when a railroad trestle leading over the Southern Pacific and Oregon Electric right of way into the lumber plant, gave way. About 20 men were fighting the fire from the trestle. All started to run back, pulling their hoses. Witnesses say the hose was seen to strike McCormick and hurl him off the trestle on the railroad tracks below. His skull was fractured and several ribs broken. He died at 1:45 o'clock this morning at the Good Samaritan hospital, where he was taken when the verdict was rendered.

CROWDS HARD TO HANDLE
Police and officers under command of Sergeant Oelsner, encountered more than usual difficulty in keeping the crowds back, the children getting in the way of the firemen. Thousands of spectators were attracted by the blaze, and lined both the east and west side of the river. The fire burned for three hours, but smoldered all night. Engine 4 remained on duty until early this morning.

The losses as estimated by the fire marshal are: Portland Lumber company, \$25,000 to decking and lumber; Northwest Box factory, \$7500 to \$8000, total loss; two box cars loaded with lumber, \$6000; Oregon Electric company trestle, \$5000; Northwestern Electric company wires and steam pipe, \$1000.

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Damage to line wires was also entailed by the Oregon Electric and Southern Pacific. Train service on both lines was interrupted for about three hours.

MILLS WELL WATCHED
The property on which the box factory stood is owned by W. K. Smith. The manager of the factory is Elmer A. Snodgrass. The fire was discovered by the night watchman, John Carlson. Seven minutes before the flames burst forth with a roar, another watchman, E. W. Weufle, had passed within 20 feet of the spot where the flames were noticed.

McCormick is survived by his widow; three children, Francis, 12; Earl, 10, and Mildred, 7; two brothers, Harry McCormick of Portland and Jesse McCormick of Jefferson; two sisters, Mrs. Eunice McClain of Souther and Mrs. Sadie Thompson of eastern Oregon, and his father, F. H. McCormick, Sr., of Jefferson.

Engines 4, 23, 5, 3, 21, 2, 25, 7, 8, trucks 1, 2, chemical engines 1, 2, and the fireboats David Campbell and George Williams responded to the alarm. Fire department electricians were also busy "killing" live wires to protect the fire fighters.

FALSE ALARMS TROUBLESOME
Two false alarms sounded during the fire also taxed the capacity of the department. The first came from box 287 at Holladay avenue and Larabee street. Engine 13 had moved from Grand avenue and Multnomah to the west side when all the west side companies responded to the big fire, in order to protect the business district should another alarm be sounded. Just as they passed the station at the west end of the Steel bridge the false alarm came in. Rushing back across the bridge, they pulled up along side the box in time to see a dapper youth disappearing into a nearby house. Lieutenant Bird jumped off the truck and took after the boy. Into the house, past the irate father and into the bedroom on the second floor the determined fire fighter ran, and did not stop in his flight until he pulled a shivering youth from under his bed. After offering the Lieutenant a "bribe" of 5 cents, Roy Antonio Mitrovich, 14, is said to have confessed that he turned in the alarm for fun. Bird said the father, M. E. Mitrovich of 349 Holladay avenue and several neighbors threatened him.

The second false alarm was turned in from the Tuman-Poulsen mill just 27 minutes after the third alarm for the big fire. The remainder of the fire department held in reserve nearly had heart failure until the first company on the scene turned back a false alarm call. The culprits were not located.

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Step.....Van Eps Trio
Oh, My Dear—Medley Fox Trot
Joseph C. Smith's Orchestra
Someday's Sweetheart and
Good Mornin' Judge—Med-
ley One-Step.....Judge-Med-
ley Katinka—Medley Fox Trot.....
Victor Military Band
Victor Military Band

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CHAMBER IS SEEKING CHEAPER RATES ON SHIPMENTS OF STEEL

Local Body Joins Campaign In-
stituted by Shipbuilding Yards
of Pacific Coast.

Action of all the larger steel shipbuilding yards on the Pacific coast to obtain reduced freight rates on steel crossing the continent from the Pennsylvania fields has been endorsed by the Oregon State Chamber of Commerce. The chamber has offered its service to the yards in this district in gaining a rate which will make it possible for the coast to compete with the Atlantic coast and the Orient.

In a letter to the State chamber, Steven Whitney, traffic manager of the Columbia River Shipbuilding corporation, says: "The shipyards are now facing a return of the old competitive system of shipbuilding under a handicap of freight rates that are prohibitive."

Eighteen big steel shipbuilding yards on the Pacific coast have merged into the Pacific Coast Shipbuilders Traffic association which will make an effort to obtain freight rates allowing them to compete with the Atlantic coast and the Orient.

"The situation is critical," says Whitney. "At present the rates from the Atlantic seaboard to the Pacific is \$1.27 per hundred pounds and \$1.25

from Pittsburgh. The railroad administration has made an export rate of 60 cents per hundred to the Pacific coast. Steamship lines charge an additional 60 cents and steel is therefore obtained in the Orient 5 cents cheaper than it can be obtained by the Pacific coast builders. The Pacific coast rate is 25 per cent higher than it was in 1916."

Whitney says that it is not the purpose of the newly formed association to fight the export rates established to stimulate foreign trade, but to secure an equitable rating so that business can be done on the coast on a competitive basis.

The state chamber will stand behind the efforts of the association and will appeal to Washington on the matter. It is understood that San Francisco and Oakland Chambers of Commerce have endorsed the movement for the southern yards.

First Delegate—"How do we know whether the League will really work or not?" Second Delegate—"We don't. I can hardly wait for the next war to be gin to find out."—Life.

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