

COUNSEL FOR FORD ATTACKS HIS CRITIC

Says Harvester and Standard Oil Companies Wanted Intervention in Mexico
CITES FAMILY RELATIONS

Mr. Clemens, Mich., May 16.—Atorney Alfred J. Murphy occupied the entire forenoon today in outlining the contentions of Henry Ford in his million dollar libel suit against the Chicago Daily Tribune.

Mr. Murphy read several editorials from issues of the Tribune published in 1916 and sought to show that the Tribune's advocacy of American intervention in Mexico was due to selfish reasons.

He said witnesses and evidence for the plaintiff would show the influence of the Standard Oil and the International Harvester Companies in supporting the Tribune's policy in regard to Mexico, which he alleged, could be traced to a relationship between the McCormick family of the Tribune and the McCormick family of the International Harvester Company.

Elliott G. Stevenson, of counsel for the Tribune, objected on grounds that the relationship was so distant as to be irrelevant, and Judge Tucker said he also failed to infer any relevancy.

Harvester and Standard Oil

Mr. Murphy's statement of his remarks on this point, Mr. Murphy said that the Harold McCormick, president of the International Harvester Company, is a cousin of the father of R. R. McCormick, who is president of the Tribune company, and that Harold McCormick is the husband of Edith Rockefeller McCormick, a daughter of John D. Rockefeller, of the Standard Oil Company. He pointed out that the Standard Oil Company gets one-fifth of its crude oil from Mexico and asserted that for that reason the Tribune was interested in bringing about conditions in Mexico favorable to the Standard Oil Company. He stated also that the International Harvester Company was similarly interested because of the immense amounts of wheat which it imports from Mexico, which imports have been greatly hampered by chaotic conditions in Mexico.

F. S. EDMONDS, COUNSEL FOR Y. M. C. A., IS HOME

Says Army Leave Plan Will Be Urged in Industries in United States

Franklin Spencer Edmonds, for seventeen months counsel general for the Y. M. C. A. overseas and in charge of the leave areas of the army in France, will return to his home, 7818 Lincoln avenue, Chestnut Hill, tomorrow to await mustering out. He arrived in New York yesterday on board the liner Espagne from Havre.

Mr. Edmonds went aboard primarily to take charge of the work among the soldiers of the Brotherhood of St. Andrew and Philip. Later he was placed in charge of the rest centers for the army, and he advised the A. L. Bains center at the famous snow place in the French Alps. During last November and December he supervised the comfort of the Twenty-eighth Division in rest centers.

Mr. Edmonds said that the lessons taught by the army in giving the soldiers seven days' rest every four months in order to keep them fit will be passed on to industrial employers.

"The United States army was one of the largest employers of labor in the world," he said. "It gave each of its employes a vacation of seven days every four months. This vacation was taken at the expense of the employer. It was done not as a matter of charity, but as a direct recognition by the government of its duty to keep the men fit to work."

Up to April 15, Mr. Edmonds said, about 400,000 American soldiers were being entertained in the leave areas in France.

Austrian Peace May Not Solve Problem

Continued From Page One

of the principal associated powers will bring the treaty into force between the ratifying powers, enabling the immediate resumption of trade.

A peremptory answer to the German note registering objections to the treaty arrangements for the left bank of the Rhine and the Saar valley has been drafted by the special commission on territorial affairs, presided over by Andre Tardieu, it was reported this morning.

The conviction is growing in allied circles that most of the German protests against the peace treaty so far received were written before the reading of the treaty and are designed as propaganda. This conviction is strengthened by the fact that the text of the treaty is not quoted and that the protests have been published in Berlin before they were received in Paris.

The conference, however, is referring all protests to commissions, which will consider them on their merits, without consulting those who arrived today from Berlin to join the German delegation was Professor Weber, a financial expert. During the war Professor Weber gained wide notice by calling the attention of Chancellor von Bethmann-Hollweg to the new terms show evidence of compromise on several points and that a sense of moderation is evident. He points out that many of the demands on Germany are only temporary in character, but declares that amelioration of some of the terms ought to be obtained through oral discussion.

Here Bernstein reaches the conclusion that Germany must say "no" to the actual conditions, but that this "no" must leave "the road open for the Allies."

May Sign in Crescent City

It is quite probable that the Turkish and Bulgarian peace treaties will be negotiated and signed in Constantinople, Salonica, or some other convenient city in the Near East, according to Reuters's Paris office.

Edmond Bernstein, the German Socialist Democrat leader, in an article in the Vorwaerts, of Berlin, transmitted here, says that the new terms show evidence of compromise on several points and that a sense of moderation is evident. He points out that many of the demands on Germany are only temporary in character, but declares that amelioration of some of the terms ought to be obtained through oral discussion.

Germany Caused Blockade

Germany's blockade troubles were primarily brought upon her by herself, writes Maximilian Harden, the German fee lance, in the latest number of his periodical, Die Zukunft. Both Bismarck and Caprivi had predicted such a measure against Germany if she went to war, but the former pointed out, but he argued that it would have been impossible for the blockade to have been imposed if Germany had not refused, at The Hague in 1907, to accept the British proposition tending to the abolition of the right of capture and that of prohibited zones on the sea.

One May Fly Alone

He would not say whether the leading plane, in the event the others were unable to fly, would start for the Azores alone, but other officers were willing to wager that this would be the procedure. The aviators, having had good-bye to their brother officers at the base.

London, May 16.—(By A. P.)—Philip Scheidemann, the German premier, has sent through the Berlin correspondent of the Daily Herald, the labor newspaper, an appeal to the British people to realize "the appalling position Germany is placed in by the peace conditions."

Here Scheidemann in his appeal to the British people points similar to those in speeches of his that have already been reported, and in addition says:

"We cannot believe that fellow-human beings, however much under the influence of a wicked war, can really intend to reduce a kindred civilized people to slavery, for that is what these conditions mean."

"We Germans call upon you English not to force us to sign away our birthright and the peace of Europe in our hour of weakness."

**WAR GUILT TAIN
GALLS GERMANY**

Note Says It Should Not Measure Damages

Berlin, May 16.—(By A. P.)—The note which Count von Brockdorff-Rantzau, head of the German peace mission

at Versailles, handed to Premier Clemenceau on Tuesday, dealing with the question of reparation and responsibility for the war, declared that Germany had obligated herself to give compensation, based on Secretary of State Lansing's note of November 5, independently of the question of responsibility for the war.

The German delegation, the note set forth, would not recognize that, from any responsibility of the former German government for the origin of the war, there could be deduced, on the part of the allied and associated powers, the right to claim indemnification for losses suffered through the war.

The note declared further that the peace terms provided no proof of Germany's responsibility for the war and requested that the reports of all the Allied commissions, which investigated the responsibility for the war, should be communicated to the German delegation.

Another note of the three handed in on Tuesday, that dealing with territorial questions, declared that the question of the treaty dealing with territorial annexations was not in accordance with President Wilson's fourteen points, and requested that the authorities of Berlin be issued a proclamation warning the public against demonstrations hostile to foreign residents of the city. The proclamation declares:

"We are fighting against the nefarious policy of imperialism, not against individuals who are not to blame for the policy of their governments. It has been determined to punish such excesses with the utmost severity and any who instigate disorders will also be punished."

Washington, May 16.—(By A. P.)—The runway of the navy dirigible C-5 at St. John's yesterday, was an unavoidable accident, due to wind conditions, said the official account of the accident sent to the Navy Department today by the airship's commander, Lieutenant Commander E. W. Coill.

**Planes Hop Today;
C-5 Believed Lost**

Continued From Page One

pellets and cutting down the gasoline supply from 1750 to 1630 gallons. Notwithstanding the danger of choppy seas breaking the propellers, the airman determined to hop off from Matton Bay, the harbor being too small to permit the necessary surface cruise at high speed. The rough seas prevented the first attempt of the NC-1 and NC-3 to hop off yesterday.

Commander Towers stated that the low temperature was causing the lubricating oil on the airplanes to congeal and even when the oil lines were heated by steam from the motor ships they cooled again with annoying rapidity. Consequently, he said, it would not be practicable to abandon the warming up process. However, he said, if the planes should take the air and then return it might be due to mechanism, difficulties. If one machine should ascend before the others, he continued, it probably would cruise about the coast line to learn whether the others were able to start.

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BONWIT TELLER & CO.
The Specially Shop of Originations
CHESTNUT AT 13TH STREET

ANNOUNCE FOR SATURDAY

WOOL SWEATERS
in
Semi Slip-On Style
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ROYAL BOOT SHOPS
FOR MEN
1204 CHESTNUT ST.
2ND FLOOR SAVES \$2 to \$4
ALSO N. W. COR. 13TH & MARKET STS.
OPEN EVERY EVENING TO 9.30

PAY \$7
Here This Week on the Second Floor For the Best \$11 Shell Cordovan In Phila.—Bar None!

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here yesterday, were ready early this afternoon to board the planes.

The radio instruments on the NC's were working well, having intercepted messages from destroyers 400 miles at sea.

The aviators gave warning against possible false starts.

Crews of Overseas Planes

Commander Towers, the flight commander, announced that the planes would start with the following crews:

NC-1, Lieutenant Commander P. N. L. Bellinger, commander; Lieutenant Commander M. A. Misher and Lieutenant L. T. Barrin, pilots; Lieutenant Harry Sadenwater, radio operator; Chief Machinist's Mate C. I. Kesler and Machinist Rasmus Christensen, engineers.

NC-3—Commander Towers in charge; Lieutenant Commander H. C. Richardson and Lieutenant D. H. McCulloch, pilots; Lieutenant Commander R. A. Lavender, radio operator; Lieutenant Brenton Rhodes and Boatswain L. R. Moore, engineers.

NC-4—Lieutenant Commander A. C. Read, commander; Lieutenant Walter Hinton and Lieutenant E. F. Stone, pilots; Ensign Charles Rodd, radio operator; Lieutenant J. L. Breece, Jr., and Chief Machinist's Mate E. S. Rhodes, engineers.

If the planes fail to take the air because of heavy weight the crews will be diminished by debarking Rhodes and Christensen.

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Lieutenant C. C. Little in car at time of breakaway but escaped injury by jumping from a height of twenty feet.

"All possible precautions taken by landing party. Accident unavoidable due to wind conditions."

**C-5 NOT RECOVERED;
DESTROYER RETURNS**

No Official Messages Received
Locating Lost Dirigible

St. John's, N. F., May 16.—(By A. P.)—The destroyer Edwards returned to port this afternoon with no sign of the C-5 or its crew.

A reported salvaging of the blimp, which went adrift on the eve of expected orders for a transoceanic flight, apparently was without foundation. Lieutenant Charles G. Little, chief aviation officer aboard the cruiser Chicago, said that the Edwards sent no official messages while in pursuit of the runaway.

The lieutenant held out little hope that the big bag would be overtaken, adding that the craft would be worthless for flying purposes for some time, even if she were picked up.

In anticipation of an early return to New York, the Chicago's crew began unloading supplies brought here for the dirigible.

While the American naval aviators were making preparations at Trepassay for their flight, Harry G. Hawker and Frederick P. Bayham, the British airman, announced that mid-Atlantic weather conditions forbade a start with their machines.

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been deposited as part of the payroll of Canadian Pacific Railway employees.

The men captured are described as Dominic Caversa, wanted in Chicago, New York and Brooklyn; Frank Carter, wanted in Detroit, and Frank Teddy, sought by the Chicago and Brooklyn authorities for robberies committed in those cities. A fourth man escaped.

**Red Cross Leader
Ends Life by Gas**

Continued From Page One

was found on a desk in the apartments. It was apparently drawn up by Mrs. Smith just before she turned on the gas.

Coroner Deeres, who examined the body of Mrs. Smith after it was discovered declared that it was a clear case of suicide. Chief of Police Sweeney and Dr. W. E. Kistler, who forced entrance to the apartment, found the body.

According to Chief Sweeney, of the Swarthmore police, the will bequeathed most of Mrs. Smith's effects to a friend, William C. Gillespie, of Canton, Me.; John Dolman, of Swarthmore, and several relatives. Mrs. Smith is said to have owned a \$6000 house. Mr. Gillespie, who was remembered in the will, is a retired farmer, who formerly lived in Swarthmore.

Chief Sweeney said when he entered the bathroom he found a bottle which had contained chloroform on the floor beside the dead woman. Her Angora cat was huddled in her arms.

According to leaders of the Red Cross

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activities here, Mrs. Smith had labored almost unceasingly, and although she had often spoken of being worn out physically, she refused to give up her work so long as the stream of wounded men continued to arrive from overseas.

The report of her death came as a shock to the officials of the Southeastern Chapter of the Red Cross, with whom Mrs. Smith was so prominently identified.

Known as one of the organization's most willing and efficient workers, Mrs. Smith was appealed to when the Red Cross formed the hospital train escort service about three months ago. The escorts are the only women on these

trains which move to the base hospitals from the seaports with the wounded.

Mrs. John Dolman, of 301 South Chester road, Swarthmore, who has known Mrs. Smith since she was seven years of age and was one of her closest friends, said today that Mrs. Smith sometimes made as many as three trips a week on the hospital trains, working not only in Philadelphia, but in New York.

Mrs. Dolman said that Mrs. Smith had no relatives living. The arrangements for the funeral will not be made until after advice is received from other friends.

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Washington, May 16.—(By A. P.)—The runway of the navy dirigible C-5 at St. John's yesterday, was an unavoidable accident, due to wind conditions, said the official account of the accident sent to the Navy Department today by the airship's commander, Lieutenant Commander E. W. Coill.

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