

\$27,000 Vanishes in Quick Mining Deal; Broker Is Arrested

Frank D. Ryan, Accused of Embezzlement and Grand Larceny After Buying on "Inside Information"

Frank D. Ryan, a broker, was arrested yesterday, charged with grand larceny and conspiracy. It is alleged by W. J. Bissell, member of a Baltimore banking firm, that Ryan received \$27,000 for 12,000 shares of the Potts Canyon Mining Company...

Transports Due the Next Two Days

The Rambler, from Brest, May 21, carries one Coast Artillery casual officer. The Lake Pepin, from St. Nazaire, carries 12, including 38th Ordnance Company Detachment.

The Danes Alighieri, from Marseilles, May 29, carries 1,897, including 78th Base Hospital and casuals.

The Ancoartes, from Antwerp, May 28, carries 3 casual officers. The Charles, from Brest, May 31, carries 137, including 150th Aero Squadron; 61st Commissary Sales Unit.

The Neapolitan, from Brest, May 31, carries 270, including 144th Field Artillery, Dental Detachment.

The Leviathan, from Brest, June 5, carries 11,949, including the 51st Infantry; 1st, 2d, 3d, 4th companies, 2d Regiment Air Service Mechanics; 11th Infantry Brigade Headquarters; 11th Sanitary Train; 318th Field Artillery Detachment; 1st Replacement Depot Chauffeurs' School; 10th and 50th Sales Commissary Units; 218th Engineer Train; 223d Military Police Company; 808th Train Headquarters; 6th Division Show Troupe.

The Madonna, from Marseilles, May 30, carries 1,302, including the 3d Photo Section, 65th Camp Hospital, 4th and 5th Convalescent Hospital.

According to Kurt F. Koehnach, secretary of the Potts Canyon Company, that the firm of J. M. Grant & Co. was to get 20,000 shares of stock in return for exploiting it. At that the firm did was to get out a pamphlet.

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U. S. Asked to Build River Freight Tube By Board of Trade

Tunnel Under Manhattan to Connect Jersey and Brooklyn Recommended to Federal R. R. Administration

A resolution urging the United States Railroad Administration to build a freight tunnel under the Hudson River, connecting New Jersey and Manhattan and continuing under Manhattan and the East River to Brooklyn, was adopted yesterday by the New York Board of Trade and Transportation. It follows:

"The Hudson River is a barrier between Western and Southern railway systems and their New England and Canadian connections.

"With the exception of an insufficient bridge at Poughkeepsie there is no rail crossing between Albany and New York. As a consequence of this separation there is added to the great and growing local port transfer tonnage at New York a continually increasing congestion of transfer traffic moving between New England and Canadian points on the one hand and Southern and Western cities on the other, which tunnels would wholly relieve.

Moreover, the tunnels could carry all the New York and New Jersey traffic, thus relieving the points which now goes via Albany and Poughkeepsie without congesting the port.

"The waterfront on the New York and New Jersey sides of the harbor, because of the floating transfer of freight, is used intensively for railroad purposes and a partial exclusion of marine commerce and dock improvements have not been and can not be made with sufficient celerity to keep up with the continually expanding national and local demands for both rail and water requirements.

"No comprehensive port plan and policy has so far been developed. The City of New York has provided part of the facilities, the railroads part and private enterprise part.

"In view of the impending rush of traffic from all parts of the world to the Port of New York, it is not the imperative duty of the hour to prepare the port for this service by doing the simple thing so obviously necessary to make New York like other great seaports—that is, put an end to railroad separation and secure a continuous belt line, interchangeable service for all docks, railroads, terminals, warehouses and factory sites?"

Public Service Commissioner Lewis Nixon, in an address to the board, charged that "certain local officials" have obstructed improvement of transportation facilities in New York. He said he would soon make some "strong recommendations touching on this matter."

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Rainey Charges Potash Producers Are in Trust

Democrat Alleges Combine Seeks to Get \$250 a Ton for Its Salts

WASHINGTON, June 11.—American potash producers were accused today by Representative Rainey, Democrat, of Illinois, of unlawful combination in violation of anti-trust laws to get high prices for their product. The charge was made before the House Ways and Means Committee after witnesses at hearings on protective legislation had said the producers wanted \$250 a ton for potash salts.

"You do not come here with clean hands," Representative Rainey told the producers. "You have a combination and are violating the anti-trust laws."

"There is no license or evidence for that statement," declared Chairman Fordney, of the committee.

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Wilson-Lansing Messages Feature Ford Libel Suit

Each Side Submits Official Statements Dealing With Mexican Situation in '16; More Outrages Related

MOUNT CLEMENS, Mich., June 11.—Jesse Deemer, formerly of Texas, but now of Buhl, Idaho, was one of the chief witnesses today in Judge Tucker's court where Henry Ford is suing "The Chicago Tribune" for \$1,000,000 on a charge of libel.

Deemer spent many years in Mexico and along the border as a telegrapher and railroad man, rancher and storekeeper, but after his capture by bandits, the looting of his general store at Boquilla, Tex., on the border, and his escape to the United States, he was deported to Idaho.

Norman Walker, correspondent for The Associated Press at El Paso; Mr. Deemer, Oscar G. Compton, of San Antonio, Tex., formerly of Glen Springs, Tex., and Orin C. Dove, a customs inspector at Presidio, Tex., were the day witnesses.

Mr. Walker was the medium through which two official statements, one from President Wilson and the other from Secretary of State Lansing, were introduced.

Attorney Alfred Lucking, for Mr. Ford, read an appeal to the press by President Wilson in March, 1916, shortly after the Columbus, N. M., raid by a Villa band, in which American citizens were slain.

In this letter the President appealed to the press to avoid referring to the troop movements in Mexico as war, or publishing sensational rumors or other news aggravating a situation which might become serious. The letter warned that "powerful influences" were at work to embroil the two nations.

Attorney Weymouth Kirkland, of counsel for The Tribune, countered with Mr. Lansing's scathing indictment three months later of the Mexican Federal government, contained in a letter to President Wilson.

Mr. Kirkland insisted that General Pershing's troops, still in pursuit of the Columbus raiders, be withdrawn.

The Tribune's attorneys contended that the United States government knew of the atrocities on the border at the very time President Wilson's appeal to the press was issued.

Compton, in the Big Bend country of Texas, Compton and Deemer suffered from a raid made by Mexicans in the middle of May, 1916. Boquilla, Deemer's home at the time, and Glen Springs are neighboring villages. At Glen Springs there was a detachment of nine American soldiers whose duty it was to guard thirty or forty miles of border. They were attacked during the night by Mexicans and Compton's four-year-old son was killed. Another son witnessed the killing. Compton was away from the village and upon his return found Mexicans in possession of the place.

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