

The Rube Crop Confidence Men Cleared Up \$10,000,000 Last Year

Chicago, May 6.—The American confidence man reaped a harvest of more than \$10,000,000 last year, according to figures compiled by Chicago authorities. This is the approximate amount actually collected from the credulous public by professional confidence operators and does not include the millions gathered in annually by the various stockjobbing schemes.

The crude devices of the old time confidence man, with his shell game, three card monte, gold brick, green goods, money changing and lemon games, have given way to modern methods more complex, and more profitable.

The really successful confidence men of to-day usually have summer and winter homes, ride in limousines and are aided by richly gowned women, authorities say. They are educated and far more clever than their brothers of old days, whose favorite trick in Chicago was to sell the Masonic Temple to a "rube" for a small sum, or agree to make the building "turn around."

Land selling schemes, peddling of worthless mine and oil well stock, wire tapping, and "fake" sporting events are now the hand maidens of the modern confidence man, who matches wits with the banker, capitalist and lawyer, instead of dealing with the ignorant ruralite. Nearly all the victims of a Chicago gang recently sent to the penitentiary were bankers and business men. The gang's loot aggregated more than half a million dollars a year.

Fear of publicity keeps most victims quiet, thus giving the high class confidence man a certain degree of immunity, authorities say. They add that federal prosecution for using the mails to defraud has been a big factor in breaking up gangs and recently brought about conviction of half a dozen leading confidence workers.

"Tom Brown, who came from Detroit and made his headquarters in New York, was father of the present type of confidence man," said William A. Pinkerton, veteran detective, in striking a comparison between the old and new swindlers. "He operated forty years ago and formerly was a three card monte man. He was known as a

bunco steerer and won by fake lottery schemes and other crooked gambling devices. Then he invented the gold brick with which he toured the country. The green game came later and Brown had many imitators who picked up thousands annually. Wire tapping and other schemes now used developed from those old games. The modern operators don't bother with small money and often clean up \$100,000 in a single deal. The old timers thought \$1,000 a big job.

"Victims are not really honest at heart, for they often enter into a scheme to cheat another fellow. The small town banker and business man has proved a shining mark for swindlers. They cannot risk their reputations by complaining. It is surprising how many shrewd business men fall into the net."

It is estimated that \$2,000,000 of the \$10,000,000 total was obtained in Florida where hundreds of confidence workers are said to operate, particularly among winter tourists.

Red Cross in Bulgaria Relief Workers Met With Amusing Adventures as Well as Hardships

Saloniki, March 29 (Correspondence of The Associated Press)—Some of the more amusing "human interest" incidents of the activities of the American Red Cross nurses and field workers during the repatriation of Greeks deported into Bulgaria during the war are related by Lieutenant A. S. Bedell, in charge of the American Red Cross relief stations in Macedonia and Bulgaria.

"We came into Bulgaria on a German freight car," says Lieutenant Bedell in his report. This Red Cross car was the first car of the first train that ran from Serres to Saloniki after the armistice and it was with the Red Cross from the time we entered Bulgaria until we returned to Greece.

"On the trip out of Bulgaria we had one iron bed and two camp cots. One Red Cross man slept on a crate of biscuit tins, the bed being de-mountable to furnish five chairs by day. The Red Cross man turned over frequently in the night bringing discord from the tins but despite our protests at his noisy mode of sleeping, he declared he had a rattling good bed."

"Firewood was obtainable along the route and we were able to use our

woodstove after cutting a hole in the side of the car for the stove pipe. Liquid food proved our only difficulty. It was impossible to boil even half an inch of water on the stove when the car was in motion. We had a real American coffee grinder. The coffee beans were put in a clean sock and one of the men to the tune of "Yankee Doodle" would crush the beans with a hammer.

When chicken was wanted for dinner one of the party would go out with half a cup of sugar in hand, wander about the village until he saw a "likely" chicken, which he would thereupon seize. The native woman who made the most outcry was presumed to be the owner and usually was glad to accept the half cup of sugar in exchange. Our much maligned ration of "bully beef" proved to be acceptable also.

"Bartering was the order of the day at all stations. A slice of bread would obtain three shins, fill a large water jar or attract a carriage of supplies. During our last afternoon in Dedegatch, on the Aegean Sea, we had the use of a horse and wagon all afternoon, in order to return borrowed furniture, for the payment of one tin of "bully beef."

The fame of American Red Cross relief stations spread throughout Bulgaria to such an extent that other Red Cross workers and British and French officers, including two French generals, sought us out in passing to secure a canteen of hot tea or to replenish depleted rations."

New Officer Named

Rock Hill, May 7.—J. T. Fain, retiring president of the South Carolina Christian Endeavor Union has returned from the South Carolina-Georgia convention of Endeavorers held in Augusta, Ga., the past week-end. He reports a large attendance of South Carolinians and speaks highly of the hospitality of the Augusta people. The election of officers for the South Carolina union resulted in the return of Wyatt A. Taylor of Columbia to his former position as president of the union, an office held by him before going into the field work of the all-South committee several years ago.

Miss Claudia Fraser of Sumter was re-elected secretary and Mrs. Wyatt A. Taylor of Columbia was re-elected treasurer. Lieut. Norwood DuRant of Alcolu was chosen vice president, while Mr. Fain was elected honorary vice president for a period of two years.

The City of Fiume Adriatic Seaport for Which Italians and Jugo-Slavs Are Contending

Washington, May 6.—"If Trieste was the Bremen of Austria, Fiume was the Hamburg of the Hungarian Kingdom, a close rival for the belted Adriatic trade of the period before the war," says a bulletin of the National Geographical Society.

The bulletin on Fiume is the third in a series of geographic news bulletins dealing with places of the former dual empire which may fall either to Italy or to the Jugo-Slav nation.

"Fiume is another of those footholds on the eastern Adriatic where Italians cling fast despite the steady influx of Slavs in the interior, and in this case even into Fiume itself. Thus the city bears evidence of early Italian culture, it figured as a potent Slav factor in the turmoil of Balkan politics, and it felt strongly the influence of Hungary upon its thriving industries and fast growing commerce. Magyar gerrymandering caused it to be annexed to Hungary in 1879, despite the protest of Croatia to which it had belonged since the revolution of 1848-49. Tender consideration for its value as a seaport, rather than for its citizens, prompted its establishment as a royal free town, making it a geographical slice of about seven square miles cut out of Croatia.

"Despite the Hungarian interest in the city its pre-war population was 90 per cent Italian and Slav, with the Italians slightly predominant. Only about half the remaining tenth were Hungarians. The Slavs included Croats, Serbs and Slovenes. As important to Hungary as are New York or Boston to the United States, Fiume's total population is not much greater than such suburbs of those American ports as East Orange, N. J., or Brockton, Mass.

"Fiume is situated on the north-east shores of the Gulf of Quarnero, only seventy miles, by rail, southeast of its trade rival, Trieste. Across the bay is the popular summer resort, Abbazia, famed for its evergreen laurel and profusion of roses, to which tens of thousands of visitors formerly thronged each summer.

"The older town, distinctively Italian, is built on the hillside, overlooking the gulf. The newer city lies nearer the waterfront. There are three harbors. The largest, accommodating 150 large vessels, is protected by a breakwater half a mile long. The quay is nearly two miles long.

"Before the war Fiume's manufacturing plants included a government tobacco factory, the Whitehead torpedo works, a rice shelling factory, a petroleum refinery, and many smaller plants, among which were saw mills and paper mills. Its fisheries constituted an important industry. It exported sugar, grain, flour, horses and timber.

"Fiume had a governor, who was a member of the upper house of the Hungarian parliament, four representatives in the lower house, and two representatives in the diet of the Croats and Slovenes.

"Originating in Roman times, Fiume was destroyed by Charlemagne in 799. The Franks ruled it for a considerable period. Then it passed to feudal lords until the Emperor Frederick III made it a part of Austria.

This emperor, who was Frederick V, as archduke of Austria, was the son of Ernest, the 'man of iron' and Cymburga, a Polish woman, from whom the Hapsburgs are thought to have inherited the protruding lower lip which sometimes became a disfigurement. His long and inconsequential reign is recalled chiefly because he puzzled lexicographers by leaving on his books, pottery, and having inscribed on his tomb, the initials "A. E. I. O. U.," a promissory note of future Austrian greatness which Frederick did little to realize. The most generally accepted explanation is that the initials stood for the Latin, 'Austriae Est Imperari Orbis Universo,' meaning, 'All the earth is subject to Austria.'

"Charles VI proclaimed Fiume a free port. Maria Theresa first united it with Hungary. Successively occupied by the French and British it reverted to Austria and later was restored to Hungary before it was ceded to Croatia."

Lloyd-George Endorses Salvation Army.

David Lloyd George the man of the hour in England today, when told that the Salvation Army in America was about to conduct a campaign for funds with which to continue their home service work, cabled Evangeline Booth a strong endorsement of the cause.

Following is his message:

"British Delegation, Paris, April 8, 1919.
"Dear Madam: I have very great pleasure in sending you this cable to say how highly I think of the great work which has been done by the Salvation Army amongst the Allied armies in France and the other theatres of war. From all sides I hear the most glowing accounts of the way in which your people have added to the comfort and welfare of our soldiers. To me it has always been a great joy to think how much the sufferings and hardships endured by our troops in all parts of the world have been lessened by the self-sacrifice and devotion shown to them by that excellent organization, the Salvation Army."

The Salvation Army Home Service Fund Campaign for \$13,000,000 will be conducted during the week of May 19-25.

Peking Cut Off American Ambassador Reports Interruption of Wire Service

Paris, May 8.—American Ambassador Reinch at Peking has informed Secretary Lansing that all wire communication out of Peking has been cut, except one wire to Siberia.

Reappearance of Chaparone Resumption of English Industry That War Destroyed

London, April 1 (Correspondence of the Associated Press)—The chaparone is reappearing in London, after more than four years of absence because of the war. American women, the society leaders say, are responsible, because they want to see London, and independent and self-reliant as they are, they do not want to see it without the assurance they will be well chaparoned.

The chaparone, once a well established institution in England, lost her calling when women went in for her work. Many a young girl who had never ventured from home without the guiding hand of a chaparone took to driving an ambulance, while others were installed in the "Waacs," the "Rafts" or some one of the many other women's organizations which had to do with the prosecution of the war. These vigorous young women had no use for chaparones.

The American women who want chaparones also are war workers, Red Cross, Young Women's Christian Association aids and others who are here. They, too, are self-reliant and independent, but when they doff their uniforms and go out to see London or spend a part of their very little leisure time in the gaieties of the city, they feel they ought to subscribe to the conventions.

ANTWERP

Is Slowly Resuming Business Activity.

Antwerp, April 16 (Correspondence of The Associated Press)—Antwerp appears to be passing through a process of resurrection, although the tonnage handled since the port was reopened more than three months ago represents that which would ordinarily come through this port in one week during the days prior to the war. Ships now come straggling in, and along the seven-mile waterfront the wharf is heard creaking here and there, and the vision in some of the great sheds is obstructed by unpretentious stacks of bags of American rice and rows of barrels of Chicago pork, and there are foodstuffs, clothing and manufactured articles, most of which, however, is for immediate use.

The American Commission of Relief in Belgium had seventeen steamships in port early in April and the American base for supplying the American army of occupation in Germany was unloading five others.

Shipping men are anxiously awaiting the opening of the American base at Contich, about two miles outside of Antwerp on the Malines road. Ear-racks are being erected at Contich for the accommodation of 20,000 soldiers at a time. This is expected to inject a little more life into Antwerp port. The grounds picked out for the American base is a vast plain, dry and well irrigated, and the doughboys will find living and sanitary conditions there much better than in other bases which have achieved greater prestige.

The Americans have taken over some of the piers where North German-Lloyd steamships formerly docked. The early work was arduous, as the piers were encumbered with gravel imported from Holland by Germans, ostensibly to repair roads but actually to build reinforced concrete shelters, dugouts and trenches. One hundred thousand cubic yards of the gravel had to be removed before the piers could be used. It is estimated the Germans had enough gravel there to repair Belgian roads for fifty years. Fifteen thousand longshoremen and stevedores are idle here and the only solution shipping men find when questioned as to how the situation can be remedied may be summed up in one word: "America."

Souvenirs From Coblenz

American Soldiers Sending Variety of Articles to Home Folks

Coblenz, April 6.—Soldiers of the American Army of Occupation in the region of Coblenz have been sending home more souvenirs recently than at any previous time since the Americans reached the Rhine. At first these souvenirs consisted of German helmets, iron crosses, bayonets and other articles of war used by the defeated army, but of late the soldiers have been buying German steins and other articles made of pottery.

Within the American area on the east bank of the Rhine there are several pottery plants which have been working overtime during the past few weeks turning out souvenirs for the soldiers. All kinds of pottery pieces are made, bearing the soldiers' name and unit while he watches the process of manufacture. At the American postoffice in Coblenz officers estimate that about sixty mail sacks of souvenirs are shipped to the United States every day.

Following is his message:

Spend Less
Enjoy Yourself More
Take Your Vacation
at the
Redpath Chautauqua
The 100% Program

Rate Arguments Supreme Court May Decide Soon

Washington, May 6.—Arguments in the telephone and telegraph rate cases involving the authority of the postmaster general to increase intrastate toll rates were concluded late today in the supreme court and the cases taken under advisement. In view of the importance of the questions involved both in the wire cases and railroad rate cases argued yesterday, it is believed the court will render decisions in the two cases before the summer adjournment next month.

The court before recessing today until May 19 issued an order permitting the postmaster general to charge increased telegraph rates in Illinois and temporarily stayed the carrying into effect of injunctions issued by federal Judge Landis enjoining the postmaster general from making the increase effective. The order, which was announced by Chief Justice White, remains in effect until the appeals have been finally disposed of and continues in operation a similar order granted by the lower court for the purpose of permitting the appeal to be brought.

With the conclusion of the hearings today arguments in all pending cases closed for the term. The court, however, after rendering opinions on May 19 will receive for two weeks, and final adjournment for the summer will be on June 8.

Arguments today were made by W. P. Hitchcock of Boston, assistant attorney general for Massachusetts; Oliver E. Sweet, assistant attorney general of South Dakota; Fred S. Jackson, representing the State of Kansas, and Raymond S. Pruitt, assistant attorney general of Illinois, all in behalf of proceedings attacking the postmaster general's order brought in their respective States. Henry S. Robbins of Chicago made the closing argument for the government.

Attorneys representing the States contended that adequate provision had been made by the States for determining the justness of intrastate wire rates, that the interstate commerce commission had authority to regulate rates, although this power had never been exercised and that congress had no intention and no thought of any one attempting to exercise the jurisdiction over the wire properties the postmaster general is exercising. Mr. Robbins contended that congress conferred "one man power" upon the president to enable him to take over the resources of the country for the successful prosecution of the war, that he or his agents had ample authority to fix rates and that congress had no intention of hampering him in the operation of these utilities.

The Trans-Atlantic Air Race.

At least a score of aircraft, of varied design, flying the flags of six nations, are being prepared for trans-Atlantic flight. No contest has probably ever aroused so general an international rivalry, or faced so extreme a hazard. The overseas flight is the severest, as it is the most picturesque, demonstrating of flying craft, and of the skill and daring of air pilots. The successful Atlantic crossing by aircraft, so confidently predicted, will close, dramatically, its amazing war activities and inaugurate its commercial conquests.

The United States enters the contest with a formidable fleet of aircraft. Our main dependence is probably the great navy flying boats of the N. C. 1 type, which are now being tuned up for the race. One of these airboats with a wing spread of 125 feet has actually carried 51 passengers in flight, reaching a speed of upwards of 100 miles an hour. By utilizing this carrying capacity to stow away gasoline, the boat, with a crew of four men and their provisions, will have a cruising radius of over 2,000 miles. At least one of these boats has been equipped with four Liberty Motors developing over 1,200 horsepower, which gives it four chances to one over a single motored machine. America and England will cooperate in placing swift torpedo-boat destroyers at intervals of sixty miles along the course, which will be in constant communication by wireless telegraph or telephone with the flying craft.

An army pilot may attempt the flight with one of the huge high-powered Martin bombers.

The craft has a wing spread of 100 feet, an unusual carrying capacity, and a speed higher than that of the flying boats. The land machine carries no pontoons of any kind, but should it be forced down in the water it is planned to send up a small balloon attached to the forward part of the craft, which will serve to keep it afloat indefinitely, as well as signal over an extended radius for assistance.

It is rumored in the trade that at least two aircraft manufacturers are working on special machines for overseas flights whose secrets are being carefully guarded. America will also be represented in the contest by at least two airships. The largest of the naval dirigibles, a 200-foot blimp, is being made ready, and a well-known balloon manufacturer has constructed a giant dirigible 650 feet in length designed for over-sea flying.—Francis Arnold Collins, in the American Review of Reviews for May.

Palace of Cortez Ancient Edifice to Be Repaired and Used as Museum

Mexico City, April 15.—The palace of Cortez, in the suburbs of Coyoacan, is to be reconstructed by the government and used as a museum for relics of the Spanish conquest. The structure, 400 years old, has been allowed to fall into ruins. In the courtyard are ancient trees, under which Hernan Cortez and his familiars were wont to rest. These are hundreds of years older than the ancient building itself. The chapel attached to the palace is still in good condition.

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