

INDEMNITY MAN SAYS THAT PRISON BARS FAIL TO HALT THE OPERATIONS OF FORGERS

(New York Sun.)

"The Scratcher" and his gang have taken a quarter of a million dollars from banks and business men of New York city in the last few months. A former salesman of a check-protecting device almost got away with \$25,000 from three department stores by raising three refund checks that totaled only \$4.20.

It is a gentleman's racket. No messing around with revolvers or sawed-off shotguns or nitroglycerine. No night work. The returns are bigger than a pay-roll stick up or a bootlegging job and there is no sinister shadow of the electric chair.

Those are some of the reasons, according to C. V. Gossage, manager of the forgery department of the New York Indemnity Company, why forgery is an increasingly dangerous menace to the business life of the community, and why the reformed forger is almost as rare as the dodo bird.

Mr. Gossage is a comparatively young man but he has a furrowed brow. Across his flat-topped desk at 4 Albany street runs an unending serial story of trickery and human deception. It is a tale of cleverness, and acids, and ingenious scrawlings with a pen, and sharp devices. Small wonder Mr. Gossage has lost some of his faith in human nature.

Deliberate and Willy.

"There is no type of criminal," says Mr. Gossage, "who so seldom reforms as the clever professional forger. His crimes are those of cunning and deliberate intent. He gloats over his cleverness and boasts of the ease with which he is able to put over his crooked deals. Even when caught, he is always sure that his arrest was due only to some stupidity of his own and that he will be clever enough to outwit the authorities next time.

"In general, when once a man decides that passing forged paper is an easy and comparatively safe way of making a living, he is quite likely to continue to prey upon society in this same way until the undertaker deposits the clods over the coffin containing his earthly clay.

"Even while behind prison bars, the brainy forger continues to practice his craft and if the truth were ever to be known, the bankers of America would probably stand aghast at the quantity of forged checks and drafts actually penned from the pen and passed out to accomplices on the outside. Undoubtedly many of the most dangerous forgeries of modern times have actually been devised by forgers serving time and the whole plan in detail passed out to the pickers up and layers down who made the actual exchanges of forged paper for cash or bonds or other valuable considerations.

Needs Time and Care.

"Forgery lends itself to such long distance planning because it is a crime where careful analysis of all the factors of a situation are what count for success or failure, and forgers in prison usually have plenty of time to think and devise schemes to defraud. How many such cases there are will probably never be known, but seldom a year passes without bringing to light several such plots which have been hatched out in the prisons of the various States."

Mr. Gossage told of one man who, serving time in the Federal prison at Leavenworth, conceived and put into execution an involved scheme of forgery by means of which he mailed to a young woman accomplice outside the walls a number of checks ostensibly signed by the warden and other prison officials. He also forged the invoices covering which the checks were drawn.

They Forge Parole Papers.

After the plan had worked for several checks, running from \$700 to \$1,700, the man drew up 125 checks with the accompanying invoices and prepared for a grand coup as his sentence neared its end. All was ready—and he slipped. Using the warden's telephone, he talked at length with the accomplice, who was in St. Louis. He expected to obtain and alter the telephone bill before it reached the warden—by an accident he failed to do so. An investigation led to the discovery

in his cell of forged checks of a total value of about \$150,000.

With a forged certified check another convict got a suit, silk shirts, silk underwear and the rest of a fairly elaborate outfit from a mail-order house; picked his package up the day before news of the forged certification reached the company and celebrated his coming out day in gay raiment and with a complete disappearance. And another man, released from a State prison in California, took with him a book of blank checks, which he subsequently filled out and cashed in an extended tour of the country, a tour still in progress at last reports received by the indemnity company's expert.

L. M. Carson, former superintendent of schools in Creek county, Oklahoma, was sent to prison for forgery. He proved his skill in the profession by forging his parole and walking out. As a hider, however, he was less successful. He was shortly captured and walked back in again.

Several other cases of forged pardons and paroles are on record. One man in Tennessee forged a pardon and has not been seen since. Two men in Texas were equally successful.

Mr. Gossage warned particularly against a swindle now being worked on merchants by organized teams. In this scheme two young women operate together. One visits stores, makes purchases and pays with checks which require change. At the moment of the purchase, as the stores carefully learn, the checks are quite good. But each afternoon, before the bank closes, the other young woman closes the account. The checks arrive next day, only to find themselves without a welcome.

CABLE SHIP COMPLETES A FAST SURVEY

St. Johns, Nfld., Aug. 21—The Cable Ship Dominia, largest vessel of her type in the world, arrived here today after completing what is believed to be the fastest survey ever made of a new cable route. The survey, which included accurate soundings of the sea bottom, was made by the Dominia over the route of the new deep set cable to be laid by the Western Union Telegraph Company, between Bay Roberts Nfld. and the Azores. This cable, the core of which is wrapped with a special alloy wire, originated in the laboratories of the Western Electric Co. will be the fastest duplex cable in the world.

Beginning the survey at the Azores on Aug. 14th, the Dominia steamed steadily toward Bay Roberts for 7 days, over a predetermined route. Practically all of the way the vessel was proceeding at 8 knots per hour, while soundings were made constantly by an echo depth finder which operates electrically. The distance is 1,264 miles.

This depth finder radiates into the water a sound which is produced by an electric-mechanically driven diaphragm. This sound travels to the bottom of the sea and returns in the form of an echo which is caught by a hydrophone. The echo is conducted electrically to the indicator on the ship's bridge, where by suitable devices it is translated into fathoms of depth. It is thus possible for the ship to make soundings while travelling at full speed, instead of having to stop to use the tedious leadline method.

The Dominia owned by the Telegraph Construction and Maintenance Co. a British organization has the contract for laying the new Western Union Cable from Bay Roberts to Horta, in the Azores. Today the vessel is transferring the shore end of the cable to the Western Union cable ship Cyrus Field. The Cyrus Field will lay this shore end, from Bay Roberts to deep water where it will be picked up Aug. 23rd by the Dominia for the run toward Horta. The Dominia expects to complete her job by about Sept. 2nd.

AVIATION IS CREDITED WITH HAVING PRODUCED A LARGE NUMBER OF MILLIONAIRES

New York, Aug. 22—Forty-five new millionaires have been made by aviation, according to the estimates of Maj. Lester D. Gardner, formerly editor of Aviation and now head of Aeronautical Industries, Inc. The birth of these millionaires, Maj. Gardner believes, precludes the possibility of calling aviation an infant industry.

Sure-fire aviation millionaires of the United States listed by Maj. Gardner are:

The three pioneers, Orville Wright, Glenn H. Curtiss and Glenn Martin. Clement H. Keyes, president of the Curtiss Aeroplane and Motor Co.

R. H. Fleet, president of Consolidated Aircraft.

Chance Vought, of the Vought Aeronautical Co.

Charles L. Lawrence, president of the Wright Aeronautical Co.

Richard F. Hoyt, chairman of the board of the Wright Aeronautical Co. Harold F. Pitcairn of Philadelphia.

Grover C. Loening, of the Loening Airplane Co. of New York.

"These," said Maj. Gardner, "are the undisputed millionaires of aviation. I know, because for 15 years I have been actively connected with aviation.

Many Others Rich.

"To the above names," Maj. Gardner continued, "there could undoubtedly be added a dozen more in the United States alone, who would not part with their gains in the aerial industry for \$1,000,000 and whose incomes from their aerial properties alone place them in the millionaire class."

"If a recent estimate of a Treasury official that there are 12,000 millionaires in the United States is taken as a basis, it is possible to conclude from Maj. Gardner's figures that one millionaire in 120 has been made by aviation and that, in addition, one in 100 has made more millions in outside industries also has an income from \$1,000,000 in aviation.

Among this second class who might possibly be classed as aviation millionaires, Maj. Gardner places E. A. Deeds, president of Niles, Bennett & Pond, owner of the Pratt & Whitney Aircraft Co. of Hartford, Conn.; Lorillard Spencer, of New York, and Donald Douglas, of Santa Monica, Calif.

In naming any more in this second class of millionaire, Maj. Gardner finds himself dealing too largely with conjecture, but from the money being made in aviation, he feels sure that the millionaires are there somewhere.

"Henry Ford and his son Edsel," Maj. Gardner continue, "have not produced enough aircraft as yet to warrant placing them in the aircraft millionaire class. But their investment of upward of \$5,000,000 in aviation would undoubtedly realize more than \$1,000,000 profit if the public were invited to share in the remarkable prospects of the Ford aviation group."

There may also be other war aviation millionaires, Maj. Gardner believes,

but for the sake of conservatism he said he does not care to guess about them.

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lies, but for the sake of conservatism he said he does not care to guess about them.

"In France," he declared, "there are at least 20 men who are classed as millionaires not alone in the depreciated franc but also according to the usual rating of millionaires in France; in other words, in francs at their pre-war value, which means that they are very rich men according to the standards of their country."

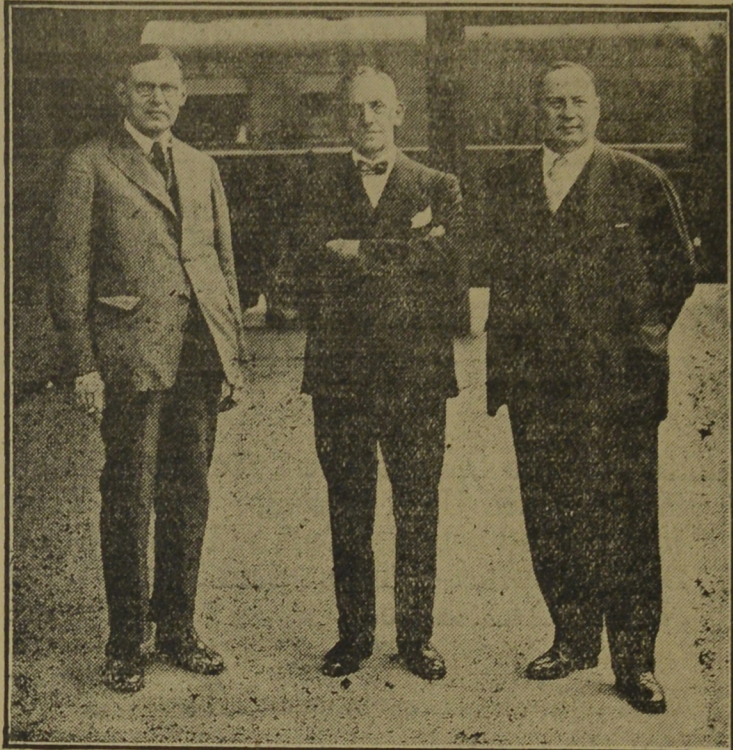
Lists 20 Frenchmen.

Maj. Gardner produced a list of 20 whom he believes are French aviation millionaires, but for the sake of avoiding controversy he chose to list only Bleriot, the three Farman brothers, each of whom he classes as an aeronautical millionaire, Breguet, Renault, Voisin, Caudron, Lavasseur and Anzani.

"Undoubtedly, also, there are a score of Englishmen who during the war and since have accumulated large fortunes through their interest in aircraft.

"It is more difficult in England to name individuals because their identities are merged in large enterprises, like Vickers and others that have varied interests." Maj. Gardner, nevertheless, names the following definite English aviation millionaires:

Making Survey of Maritimes



Left to right—F. Skevington, Treasurer Representative, G. F. Plant, C.B.E., Secretary, Oversea Settlement Committee, Dominion's Office, London, Eng., F. C. Biette, Supt., Land Settlement for Maritimes, Canadian National Railways. Mr. Plant in company with Mr. Skevington and F. C. Biette is now in the Maritime Provinces making a survey in connection with placing of British settlers on lands in those provinces. Similar surveys will be made of the other provinces of Canada. Lord Lovat, Chairman of the Committee will follow later and will be joined by Mr. Plant and Mr. Skevington at Montreal.

lish aviation millionaires:

Handley-Page, Napier, Roe, De Havilland, Fairey and Short.

"In Germany there are Junkers

and Dornier and Rohrbach. In Italy there are Caproni and half a dozen others, all millionaires. And in Holland there is Anthony Fokker.

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SPECIAL LOW FARES RETURNING

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SPECIAL TRAIN will leave Fredericton at 6.30 A. M. August 27th. AND RUN THROUGH TO WINNIPEG WITHOUT CHANGE

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AUGUST 27th

Passengers from East of Saint John will purchase Regular Second-Class Tickets up to Saint John.

AUGUST 27TH Passengers leaving starting point Morning August 27th will be accommodated by special train leaving Saint John same evening.

G. BRUCE BURPEE, District Passenger Agent, Saint John, N. B.

CITY OF FREDERICTON Notice of Sale of Lands

Notice is hereby given that, pursuant to the provisions of the City of Fredericton Assessment Act 1926, there will, for the purpose of satisfying the arrears of City taxes, for the years mentioned hereunder, made and assessed against the parties hereinafter named, unless the several sums due, together with the costs of this notice, are sooner paid, be sold at Public Auction in front of the City Hall, in the City of Fredericton, on the sixth day of October, A. D. 1928, at eleven o'clock in the forenoon, the lands and premises owned or occupied by the respective persons hereunder mentioned and set opposite their respective names.

Property to be Sold.	Name of Person Assessed	Arrears for Years	Total Due
Lot corner King Street and Taylor Alley, 40 ft. on King Street and 109 ft. on Alley	ROY H. McGRATH	1925-1926-1927	\$740.42 Interest 79.06
Farm on east side Maryland Hill Road, known as the Cameron Farm, containing 75 acres	ARTHUR S. TYLER	1925-1926-1927	\$221.59 Interest 27.00

Dated the 31st day of July, A. D. 1928.

FRED I. HAVILAND, City Treasurer.