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CONN. STATE POLICE DEPT.



EDWARD J. HICKEY,
Commissioner

OCTOBER 1944

BY THE YANKEE CLIPPER



VOX-COP

PAGE I

OCTOBER 1944

UNJUST CRITICISM

(The Rockville Leader)

Being a law enforcement agent is frequently a thankless task. Police officials, both state and local, have certain duties assigned to them. In addition to maintaining order in a community, they are often called upon to investigate cases reported by responsible persons in order to find out whether someone is acting contrary to the law. When, in their opinion, the evidence indicates such action is necessary, the person involved is brought into court.

In making such an investigation, an officer does not, figuratively speaking, hire a brass band to notify the suspected individual that he is under suspicion, nor is he given advance notice that the eye of the law is upon him. To do so would be to completely nullify the purpose of the investigation. This is particularly true where charges of a criminal nature are involved.

Naturally it sometimes happens that when the accused is presented in court, evidence which appears damaging to the investigating officer is seen in an entirely different light by the judge, who finds the person not guilty. No one should have any quarrel with either the judge or the officer: both have done their duty as they see it. What is absolutely unfair, however, is to level criticism at the officer for his investigation and arrest.

Recently in the neighboring town of Stafford Springs, a case was considered to merit investigation, and this led to an arrest being made. Officer Arthur Koss was assigned by Lieutenant Leo Mulcahy to obtain evidence. When the man involved was brought to trial, the defense attorney sharply criticized Officer Koss and claimed that he had acted illegally in searching the clothing of a dead man. The law, however, specified that such a search should not be made "wilfully and unnecessarily."

We do not believe that police officers are given to doing things wilfully and unnecessarily in the course of an investigation, and certainly not in this case. Apparently the court came to see the matter in this light since nothing further has been heard about the matter. We doubt whether officers view with anything other than distaste the investigating of certain cases, particularly those where they know the general sympathy of the community is likely to be with the accused, for sentimental or other reasons. To criticize them and even threaten court action for doing what is plainly their duty is altogether unfair and uncalled for.

"I passed a cop without a fuss,
I passed a load of hay;
I tried to pass a swerving bus,
And then I passed away."

--from "R" you Listenin'?

CONNECTICUT'S HOMICIDE RECORD

(Sunday Republican)

The impression that Connecticut has a bad record in the field of homicides is unwarrantedly created in a bulletin released by the Metropolitan Information Service. It notes that there has been a steady decrease in the number of homicides in the country, the rate per 100,000 individuals being reduced from 9.7 in 1933 to 5.8 in 1942. It then goes on to say that the downward trend has been in evidence since 1933, "every state but Connecticut and North Dakota showing decreases."

On the surface Connecticut appears to be on the way to becoming a more lawless state. A check at state police headquarters does not uphold that contention. The fact is that this state has so few homicides that one or two crimes of that kind boosts its percentage greatly, while crime is so prevalent in other parts of the country that a few murders more or less fail to register so prominently in the percentage column.

Here are some figures to the point. In 1942 the national rate was 5.8, the New England percentage 1.26, (the lowest of any section in the country) and Connecticut's rate 2.21. Well what went on elsewhere in the matter of murder? Here's the answer. The East South Central states had a rate of 19.76 homicides per 100,000 residents. In 1943 New England's percentage was 1.57 and Connecticut's 1.28 while the same East South Central group has reduced its percentage from 19.76 to 6.92. That was a big stride in the right direction, but one must admit there was room for plenty of improvement in that part of the country. Finally it

should be noted that in 1933 when the record was started by the Metropolitan Information Service Connecticut had a rate of 1.1. for the first six months of 1944 it was even better with a percentage of 1.01.

All in all we conclude that it is unfair to give Connecticut a black eye without telling the whole story. If this state has only two homicides in one year and four the following one, its rate of increase on that basis would go up 100 per cent. Some of our Southern states, where murder is a regular part of life, could absorb such a numerical increase with comparatively slight change in its percentage. Similar ratios apply to statistics based upon the number of homicides per 100,000 inhabitants. There is no Murder Inc. in this state. We are still the land of steady habits.

In passing we must say a good word for the statistical department of the state police where Lt. Ross Urquhart produced fact and figure on crime with a facility that must be based on a fine statistical setup.

BRITAIN'S WOMEN BOBBIES

(Herald Tribune)

War has opened up many new fields to women. Among occupations which were often regarded as exclusively male, police work stood out. But in Great Britain's war-boomed industrial metropolis of Birmingham, manpower shortages created a call for women as policemen. The city has formed a force of husky and well-trained women for this work and their example is pointing the way for other cities. In Birmingham the bobbies of the gentler sex are here to stay - and they

are not relegated to desk work or stenography.

The influx of thousands of farm girls into Birmingham's factories created new problems which worried the city fathers. The women police took over this field, supervising moral problems that arose within and without war plants. Other problems they tackled were the black market, espionage by both men and women, and the heavy burden of new traffic. Juvenile delinquency and care of school children at street-crossings became their problems. They have met them all.

High standards of physical, mental and moral qualities were set up for applicants. The female martinet was avoided. Knowledge of human relationships was valued more than a stern appearance. The training was strict and efficient, including all phases from jujitsu to child welfare. Testimonial to the efficiency of this training came when other cities, forming women police forces, sent pupils to be trained at Birmingham.

In bomb-blasted England, of course, one of the basic lessons was in first aid, suitable for factory, traffic or air-raid accidents. Birmingham's well-drilled women bobbies can take a hysterical person out of an air-raid shelter, calm him down and then proceed to take him to the nearest station after alerts are over. Birmingham likes her new policewomen.

POLICE TRAINING

(New Haven Journal Courier)

Paul G. Hoffman, president of the Studebaker Corp., addressing a convention of police chiefs of America warned them that after

the war, with the return of unrestricted automobile use, they will be faced with "the greatest traffic headache in all history." Police, said Hoffman, should be getting their blueprints ready to handle post-war problems just as business men are doing.

This is sound advice. Already many cars are running faster than their rubber will long stand, certainly faster than traffic laws allow. On an open country road there may be some excuse if the driver wishes to take a chance on gas and rubber. But too many cars run straight through small cities, straight into the outskirts of large ones, with no diminution of speed.

Servicemen have been driving jeeps and trucks at good speeds and have been having the right of way. There is a hazard there. Civilians are tired of being repressed by lack of gas, rubber and other things. Once they get their hands on new steering wheels they will want to drive at aviation speeds.

The ounce of prevention is called for. There is no cure for the loss of a slain child.

PARENTAL DELINQUENCY

(Sunday Republican)

That Supt. Daniel J. Carson was upset by the offensive acts of petty vandalism on the part of the youth of the city was made evident by the strong language he used to denounce the perpetrators and to appeal to their parents to bring an end to the present situation. It is inevitable that boys and girls who are allowed to run wild on the streets at night get into trouble. Primarily it is the fault of the parents. Again it may be repeated that there are no delinquent children

but only delinquent fathers and mothers.

The campaign of car and window marking by youngsters during the past few weeks is particularly revolting because of the obscenity used. Residents of the Willow St. section have arisen on several mornings to find the most disgusting language of the underworld smeared over automobiles and store windows.

There is nothing unusual about such writings in public lavatories and obscure places, but rarely are they found emblazoned on sidewalks and buildings where all may see them. There is some peculiar quirk of juvenile minds which prompts indulgence in obscenity. Children must be educated to know that such writings mark them as guttersnipes who belong outside of decent society. And no parent should assume that his girl or boy could not be guilty of such an offense. Fathers and mothers should know where their children are every minute after dark. They should also know with whom they are associating and what they are doing. Good and discreet living habits are formed during school days. The boy or girl guilty of uncorrected trivial offenses today is on the road to serious criminal acts tomorrow. The parent who neglects his children for any reason whatsoever is sure to reap a crop of personal woe in the future.

26 WOMEN POLICE FORM ASSOCIATION

Mrs. Loretta Noonan of New London
Elected President at
First Meeting Here

(Hartford Courant)

Twenty-six policewomen, representing state and local forces

throughout Connecticut, had their first gathering here Tuesday and inaugurated the Connecticut Policewomen's Association, through which they will continue to meet and exchange problems.

The luncheon and informal discussion at the House of the Good Sheperd were arranged by the social protection committee of the Connecticut War Council. "The committee has long been interested in developing policewomen's forces," said Mrs. Frances Roth, secretary, "and with the number of Connecticut policewomen increasing all the time, we decided to get them together and celebrate."

State, Cities Represented.

Nine state policewomen and 17 from Connecticut cities and towns, representing nearly the entire policewomen roll in Connecticut, attended. Cities and towns represented were Hartford, New Haven, New London, Waterbury, Bridgeport, Milford, Bloomfield, Torrington, New Britain, Meriden and Bristol.

Mrs. Loretta Noonan of New London was elected president of the new association, and Mrs. Kathryn B. Haggerty of the State Police, secretary. It was decided to hold an all-day institute on policewomen's problems November 15, in connection with the conference of the Social Agencies in New Haven.

DEFENSIVE DRIVING

(Trucklander)

Proper hand signals are of double importance to every good defensive driver.

Use 'em yourself. Use the right signal at the right time and wig-wag it to the fellow behind in plenty of time, so he

won't be forced into a mechanized version of leap-frog with your car.

This isn't a bomb-proof defense against a rear-end collision, but the guy following you, if he's awake, at least can quit scratching his head in an effort to figure out what you're going to do.

On the other hand, take the other fellow's hand signals with a large grain of salt. He may not be as conscientious a wig-wagger as you are. The driver ahead may signal a left turn and even pull over to the left - and then turn right - the dope. Don't trust him! Give the fellow ahead plenty of leeway, in spite of his hand signals.

DEFINITE PROOF

(June 1944 issue
"FIRE ENGINEERING.")

Tom Magner, our Connecticut correspondent, tells the story about the Bridgeport fireman who was stopped by a state trooper and ordered to pull over to the curb for a little heart-to-heart talk.

"The fireman," says Magner, "was in for a 'pinch' as he was doing about 65 when the copper nailed him. He was very polite when the mention of the law started to question him."

"Where ya goin', to a fire?" asked the state policeman.

"Well, not exactly," replied the fireman. But I do happen to be a fireman. See, here's my badge."

"Badges - badges. Just a hunk of tin," came back the cop. "Ev'rybody on the road has a badge. How do I know that badge is yours?"

The fireman dug into another pocket and pulled out a member-

ship card in his local firemen's society. The cop looked it over.

"Cards don't mean anything. Gotta show me some real means of identification before I'll talk 'business' with you, buddy," insisted the man on the motorcycle.

The fireman was almost on the verge of giving up when a happy thought struck him. He opened his coat and pulled out a half dozen envelopes and opened them.

"See these, officer?" he said. "This one's a bill from my tailor, Max Schwartz. I owe him \$11.75. Here's another from the Sympathy Loan Corporation. I owe them \$102. This one in the green envelope is from my landlord. He's hounding me for last month's rent"

"Just a minute," the cop broke in.

"You owe all them bills? That's proof enough you're a fireman. Get on your way and don't let me get you again for burning up the road!"

2 FLYERS SAVED IN N. J. CRASH
BY 4 TROOPERS

3 Police, Guided by Fourth on
Radio, Trail Faltering Craft,
Arrive as it Falls

(New York Herald Tribune)
Newton, N.J., Oct. 15 - Expert driving and quick thinking by four New Jersey State troopers saved the lives last night of two Army Officers who crashed with their cargo plane on a farm near Lake Mohawk, N.J. A third Officer was killed.

During a tense nine minutes while the plane's motors sputtered over a thirty-mile area, three of the troopers followed its wavering course in squad cars as the fourth, at a short-wave radio in Newton Barracks, guided them

and issued calls for help.

Because of their teamwork the troopers reached the scene of the crash less than a minute after it occurred and pulled two of the three officers from the flaming wreckage.

En route from Charleston, S.C., to Mitchell Field, L.I., but off its course and heading south from the northwest corner of New Jersey, the two-motored plane developed engine trouble about 9 p.m. The sound of its failing motors was heard at 9:05 p.m. by Trooper Joseph Wallace on routine patrol near Sussex, N.J.

Wallace saw the ship's landing lights blink erratically as a distress signal and immediately called his barracks by short-wave. His alarm was received by Trooper Joseph V. Kelly, radio-man. Kelly instructed Wallace to follow the plane and report its plight while he tried to reach other patrol cars.

Kelly found this unnecessary for as soon as he dropped Wallace he received a call from Troopers Terrence A. Gillen and Albert V. Pepe who were riding at that moment through Lafayette, twenty miles south of Sussex.

"We've spotted the plane," Pepe reported. "We'll keep on its tail as far as we can."

Gillen stepped the car's speed past sixty miles an hour and the troopers bounced over rocky back roads. Pepe alternately peered out of the car, shouted directions on the plane's course to Gillen and reports to Kelly.

At 9:13 p.m. they roared past Lake Mohawk and jounced downward into a valley and up towards the peak of a large hill. A minute later Pepe shouted that the plane was crashing. As they topped the hill, overlooking Current's Farm in Andover Township, the plane burst into flames.

The troopers jammed their car to a halt and ran towards the plane with fire extinguishers. As they neared it the door opened and two figures groped for the exit. The troopers sprayed the flaming clothes of the flyers then pulled them both out. The third man could be seen jammed under the wreckage.

As the two troopers fought the fire additional help arrived. Police and ambulances from nearby Sparta, N.J., rushed to the scene and a few moments later Trooper Wallace appeared.

The two officers, whose names were withheld by the Army, were taken to Camp Kilmer, N.J., suffering minor injuries. The third man was identified as Second Lieutenant J. W. Weissheimer, of 1097 Avenue A, Eagle Pass, Tex.

TRAFFIC SQUAD LOSING PATIENCE

(Waterbury American)

The patience of Waterbury's traffic enforcement officers has at last been exhausted, it appears. From now on, the police department has warned, drivers will be shown no special consideration if they persist in parking in violation of regulations, and passing red lights and stop signs.

Waterbury's traffic policemen are no less reasonable than any others. Generally, they have tempered their enforcement of the rules with fairness and common sense. They have issued tickets only in cases of flagrant violations. Warnings are more common than tickets.

However, no one needs to be a traffic expert to know that many motorists are either sloppily careless in their parking or have an attitude reflecting a notion that "the rules aren't

meant for me". The same condition probably prevails in other sections, but one notably bad spot is the block between Leavenworth and Church Sts. on West Main St. Pass there any time during the day and cars will be found parked at wrong angles, double parked and in almost any conceivable position but the right one. Other drivers are denied their proper parking privileges, and traffic is slowed. Officers waste many minutes trying to find drivers.

The worst phase of the problem is that these cars are driven by men who hold high business and professional positions. They should have intelligence enough to understand the rules and to abide by them. Apparently they shrug off payment of a dollar. Therefore authorities might consider it a good idea to institute a sliding scale of higher charges for each succeeding offense.

When a man's pocketbook is hit, he can more quickly appreciate the necessity of obeying rules. Meantime these drivers should snap into it and obey them as other people do.

MY DAY

This poem was written by Frances Ellsworth Asher, wife of Patrolman Robert Asher of the Colorado State Highway Courtesy Patrol, and is reprinted by permission of Mr. Vernon W. Drain, Supervisor of the Colorado State Highway Courtesy Patrol.

Did you ever fix a special dinner
For a special treat
And set a special time of day
That you would like to eat?

And have it ready, waiting hot

at just exactly seven
And waiting - - and still waiting
When the old clock rounds
eleven?

Do you ever wonder why they say
That Sunday is a rest-day
When, for your husband, it's a
gray
Work-harder-than-the-rest-day.

Do you ever fear your husband
Has attained a one-track mind?
Don't fret, it's just the track
A motorcycle leaves behind.

Did you ever hear the screaming
Of the telephone at four
And wonder, in your dreaming
If it could have been the
door?

But then you wake up quickly
When your hubby starts to run
And grab a boot, a pair of sox
A cap and gloves and gun.

And then you fret and worry
And peek out thru the transom
Could hubby, in his hurry
Have left without his pants-
on?

If this repeats the story
Of your wild and hectic life
Then you've attained the glory
Of a State Patrolman's wife.

LIEUT. HULBURT ON FIRST
VACATION IN MANY YEARS

Lieut. Leo J. Mulcahy In
Charge For Three Weeks

(Stafford Press)

Lieutenant Harris J. Hulburt,
Commanding Officer of Sub Station
C, State Police, is on a three
weeks' vacation.

It is the first really long
absence from the Barracks he has
indulged in for many years. He

has taken, in the past, brief vacations - but could usually be found spending them within a quick telephone call from the stone & shingle edifice on East Main Street.

This time, however, he means it. He's even murmured something about a hunting trip to Maine before he goes back to duty on the hill.

Well, the town will, as the saying goes, see what it will see.

During Lieutenant Hulburt's experiment in absentia, Sub Station C is in charge of Lieutenant Leo Joseph Mulcahy from Headquarters in Hartford.

Captain Leo F. Carroll was a visitor at the station last Friday.

BOYS SAVED AFTER
6 HOURS IN SOUND

Stamford - (UP) - State Harbor Patrolmen Thursday rescued two Greenwich youths from Long Island Sound six hours after their sailboat capsized during a storm.

One of the boys, Norman Davis, 15, floated in the water with a life preserver for six hours before he was picked up by a patrol boat. The other youth, Richard Moore, 16, was found in the boat. The boys told police they had righted the craft after it overturned, and then Davis started off to swim for help.

SAFE FIRM BEGS YEGGS
TO GET WAR PLANT WORK

(Hartford Courant)

Kansas City, Oct. 1 - (AP) - Advertisement in the Kansas City Star:

"Attention yeggs and safe-crackers who are operating in the

Kansas City area. Have you no patriotism? Consider the manpower shortage; lock parts are scarce; we can't keep up with you: we know you could get more money at Sunflower Ordnance Works or Pratt and Whitney than you're getting out of these record safes: it's safer and healthier work, too. Cramer Safe and Office Equipment Company.

"Unless some one wakes up in Hartford County a similar 'ad' will be seen and read."

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VOTERS TAKE ACTION TO
CLEAN UP SOUND VIEW CONDITIONS

(NEW LONDON DAY)

Two actions not anticipated in the call of the meeting took place at last evening's annual town business session, held in the school gymnasium with a good attendance. These were the passage of a resolution asking the town's representative in the next legislature to get authorization to establish a police department in the town, and another resolution that the situation at Sound View be investigated by a special committee, which should report at the meeting in March, 1945. This committee, named from the floor, comprises L.H. Biglow, Norris Bull and Daniel Doyle.

During the summer a large number of transient visitors have been attracted to this shore resort portion of the town and disorders have arisen from time to time. Culmination of these was the murder of a young woman there in midseason.

Airplane Tip Aids Capture Of Convict

The Hartford Courant

FRIDAY, OCTOBER 13, 1944.

Walter Magruder Escapes From State Prison, Retaken After Search by Aircraft, Dogs

Walter Magruder, 51, inmate at the State Prison in Wethersfield, who was missed Thursday morning when the 8 a. m. call was made, was returned to the prison at 1:30 p. m. Thursday, having been apprehended in marshes near the Rocky Hill quarry by Officer Roy Page of Hartford State Police Barracks, following a hunt in which an airplane and bloodhounds were used.

The break was the first made since April 2, 1943 when George Dirga escaped and was caught in Stamford four days later, according to Deputy Warden B. J. Caswell.

Immediately after Magruder was missed, State Police Captain William Schatzman, field supervisor of the western division, was summoned from Bethany Barracks to the prison. Two State Police bloodhounds, a Doberman pinscher and a German shepherd, were rushed from the Ridgefield Barracks, troopers stationed in Hartford were mobilized, and radio stations were notified of the break.

By 9:30 a. m. a searching party was organized, and began to comb the meadows and marshes leading to the Connecticut River from the rear gate of the prison, operation of which had been entrusted to Magruder.

Sentenced for Killing Wife.

Magruder was imprisoned last November for killing his wife in Norwich in June, 1943, and also had served a sentence at State Prison from May, 1937 to October, 1939, for statutory burglary. Scarcely had he reached the marshes in his escape attempt, he was enveloped in early-morning fog. As he made his way along the Connecticut River bank, pursuers followed, but without much progress until support from the air was added.

As he frequently does, Dr. Raymond S. Holtz, acting chief flight surgeon for the State Department of Aeronautics, walked into Hartford State Police Barracks about 10 a. m. Thursday to call on his friend, Major Frank M. Nichols. Dr. Holtz soon heard of the prison break, and obtained permission from State Police Commissioner Edward J. Hickey to conduct a search for the fugitive from the air.

A Stinson belonging to the Connecticut Aviation Corporation was ready to take off, and Mr. Holtz was given authorization to use it. He and State Police Sergeant Robert Rundel left the field at 10:35 a. m. to start to comb the river banks

south from Wethersfield with no success for almost an hour.

Finally at about 11:25 a. m. on a trip north Dr. Holtz caught sight of a disheveled-looking figure running across a marshy lot.

No Radio in Plane.

"I had no radio in the plane," Dr. Holtz later explained, "and knew if I tried to fly back to the field to notify the police, I'll lose track of the man."

Knowing that state troopers were covering the area Dr. Holtz found a cruiser and "buzzed" it, nosing down to "within a few feet of the car." With his free arm he indicated the direction in which Magruder had been seen running, and then gained altitude to return and circle about the spot.

Meanwhile the trooper used his two-way radio to notify other searchers of the latest development and then drove his own cruiser to help close in on the prisoner.

The circle of search became smaller as the Rocky Hill quarry was

neared, men and dogs following a not too well marked trail across the marshy lands.

Before long the cries of a woman,

Mrs. Joan Knight of Rocky Hill, were heard from the swamps surrounding the quarry. Mrs. Knight, it was learned, had been walking in the area when she came upon the hunted man lying in tall grass.

Captain Schatzman, who was directing the party of troopers that closed in on the spot, said that Mrs. Knight did a "fancy toe dance to attract our attention without giving the convict too much warning of his coming apprehension."

Magruder moved to another spot but again was picked out by Mrs. Knight, who, in turn, beckoned to the police.

The capture was made about 1 p. m. by Officer Page of Hartford Barracks, and Magruder told his captors that he had been "headed for his home in Norwich."

Deputy Warden B. J. Caswell reported the escaped man back in prison by 1:30 p. m., just about five and one-half hours after he had been missed.



Dr. Raymond S. Holtz, and State Police Sgt. Robert Rundel



Officer Roy B. Paige

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IN-SERVICE TRAINING

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PAGE I

OCTOBER 1944

CONNECTICUT STATE POLICE SEMINAR HARTFORD, CONNECTICUT

October 17 and October 18, 1944

INTRODUCTORY REMARKS BY COMMISSIONER EDWARD J. HICKEY

Problems today facing police officials who would maintain a high level of public service are a challenge to administrator and officer as well. In many departments an established high level of police service has been threatened by the increased responsibilities of wartime complicated by reduced manpower and the difficulties in maintaining recognized standards to obtain qualified personnel. To the present trying conditions is added the responsibility of providing adequate in-service training for efficient police service as the country turns to new conditions for peacetime living.

Training in how to do the job is an essential step toward improved work performance in the days ahead. We all recognize that well trained officers are always needed and will be needed in increasingly greater demand as progressive plans for efficient police service develop. Earlier in the year we found time during our busy war duties to renew our in-service training. Approximately 40 hours were given to general police subjects on the basis that a state policeman should qualify in all phases of police activities for effective enforcement. Many of your number devoted additional time and study to Highway Safety, and this session, today, while restricted to a specialized field, is as important as any to public safety because this Department is vested with full police powers and throughout its existence has

maintained an enviable record in the detection of major crimes and in the apprehension of criminals notorious for their crimes of violence. I would feel remiss in my duty as an administrator and as a fellow officer were you not to be given this opportunity. As State Policemen, we have many duties but the paramount one is that which makes every one of us a detective when it comes to the investigation of major crimes. True, you will not acquire all there is to know in one session or, for that matter, in one full year of study as to the collection of scientific evidence in cases of suspected homicide. But if you learn one thing to do or two things not to do in such cases, then our efforts will not have been in vain.

First, let me assure you we are not here to exchange idle banter. We are here attending a seminar, the first in a series. Webster defines such a gathering as "a group of students engaged under an instructor in original research." Are State Policemen students? He that says 'No' had better take leave now! We're students of human nature - students of human frailties. We're given to human weaknesses ourselves, but being in the public service we're counted as worthy of character, looked upon as intelligent officers of the law, and expected to meet and solve all problems of human misbehavior.

Our instructors, whom I should be privileged and honored to introduce to you very shortly, are men of letters and well known in their respective fields of legal medicine. Not too long ago I took time out to read the Report of the Committee of the American Medical Association to Study the Relationship of Medicine and Law.

Let me quote the first sentence in that report. "Of the many relationships that exist between medicine and law, NONE, in the opinion of this committee, are more important than those closely integrated medical and legal activities that have as their common purpose the protection of society against the wilful and wanton destruction of human life." To me, that sentence was the crux of the whole report. The M.D.'s and the M.E.'s - the medical doctors and the medical examiners - are extremely important in all cases where "wilful and wanton destruction of human life" is found. Invariably, however, the first official representative of society to appear on the scene in such cases is the police officer as the law's representative. Here starts one of the many relationships that exist between medicine and law.

Yes, they play a big part in the protection of society against "wilful and wanton destruction of human life." The habitual criminal is not given to taking too many chances of losing his freedom. The certainty of detection of his crime and of his quick apprehension have more of a deterrent effect on him than actual imprisonment. It is our job to make his trade unprofitable and doubly so where human life is at stake.

It is generally recognized that in the investigation of a death which is or may be homicidal, the police officer forms the connecting link between the law and the medical investigator; therefore it is of paramount importance that he should receive training that will be of assistance to him in this particular field. It has been often said that cases are won or lost at the scene of the offense. As experienced police officers you are all aware that accurate and thorough investigation lies at the heart of successful prosecution. But

not always are we aware that something more than sound investigation is required in order to fully support a criminal prosecution. Countless cases have been lost because some important bit of evidence which existed at the scene of the crime was overlooked, neglected or destroyed unintentionally. Too many cases have gone unsolved because of downright ignorance or lack of appreciation as to the real value of "at-the-scene" evidence. Evidence is needed for accusation; its proof brings conviction when presented within the rules and laws of evidence. When you, as officers of the law, are called upon to investigate a sudden or violent death, remember that you carry a heavy responsibility. Potentially, you stand in the dead person's shoes to protect his interests against those of everyone else in the world. The zeal and intelligence which you bring to bear on the immediate problem may make the difference between a murderer's being convicted or freed for want of evidence. Yes, it could mean a homicide not even suspected. Mistakes once made in the investigation of a violent death cannot be corrected.

We are here today to learn more of the techniques governing such cases. I know many of you have had many fine experiences in this kind of investigation, and possibly much that you hear will be an old story, but today or tomorrow may bring some one case to you beyond that experience, and then, like the recruit you once were, you may say to yourself, "If I had listened and made notes at that seminar, I'd have the answer to this problem!" "First-at-the-scene" examinations and the ability and intelligence to identify, collect, and preserve necessary evidence have successfully solved many more crimes than Sherlock Holmes ever dreamed about.

P R O G R A M
ON
THE COLLECTION OF SCIENTIFIC EVIDENCE IN CASES
OF
SUSPECTED HOMICIDE

arranged by
Edward J. Hickey
Commissioner of State Police

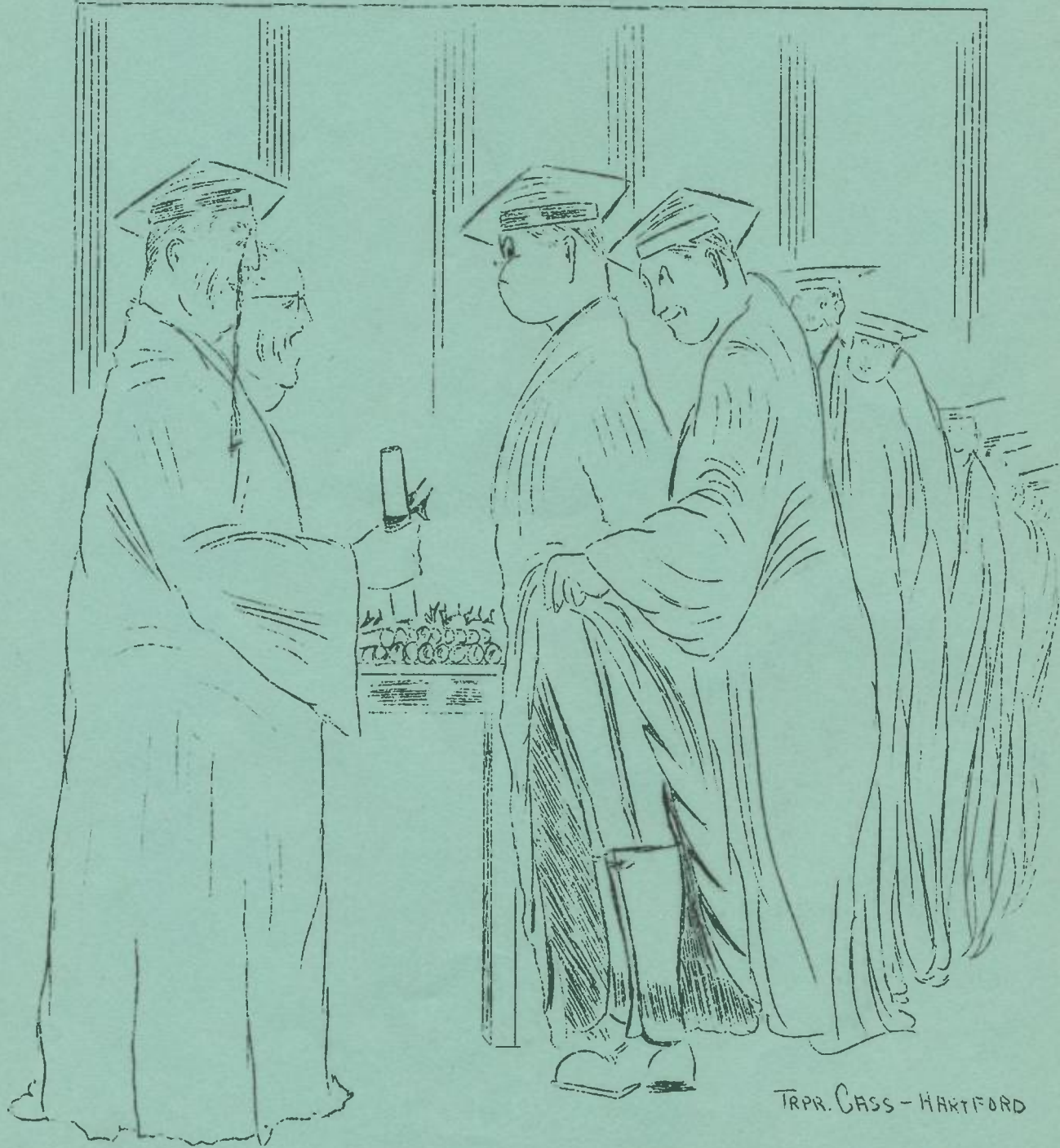
for presentation to
The Personnel of the Department of State Police
Connecticut

October 17 and 18, 1944
at
Trinity College, Hartford, Chemistry Auditorium
10:00 a.m. to 5:00 p.m.

- | | | |
|-------------|--|------------------------------|
| 10:00-10:30 | - Introductory Remarks----- | Commissioner
E. J. Hickey |
| 10:30-11:15 | - Joint Responsibility of the Police
and Medical Examiner in the Inves-
tigation of a Death Suspected to
have Resulted from Homicide----- | A. R. Moritz |
| 11:15-11:45 | - Precautions to be Observed Before
Either the Body or the Scene has
been Disturbed----- | J. T. Walker |
| 11:45-12:30 | - Hit-and-run Deaths----- | Frank Stratton |
| 12:30- 1:00 | - Deaths by Gunfire----- | A. R. Moritz |
| 1:00 - 1:30 | - Lunch | |
| 1:30 - 2:00 | - Deaths by Gunfire----- | J. T. Walker |
| 2:00 - 2:30 | - Deaths by Assault with Blunt or
with Cutting Instruments----- | Frank Stratton |
| 2:30 - 3:00 | - Deaths by Poisoning ----- | J. T. Walker |
| 3:00 - 3:30 | - Sex Crimes----- | A. R. Moritz |
| 3:30 - 4:15 | - The Right and Wrong Way to Collect
and Preserve Perishable Exhibits
for Transmittal to the Laboratory--- | J. T. Walker |
| 4:15 - 5:00 | - A Motion Picture Demonstration
of a Medico-Legal Autopsy----- | Jesse
Battershall |

- | | |
|---------------------|---|
| A. R. Moritz ----- | Professor of Legal Medicine, Harvard
Medical School and Pathologist to
Mass. Dept. Public Safety |
| J. T. Walker ----- | Director of Laboratories, Mass. Dept.
Public Safety |
| Frank Stratton ---- | Chemist to the Police Department,
City of Boston |
| Jesse Battershall-- | Medical Examiner, 1st District of
Bristol County, Mass. and Past Presi-
dent Massachusetts Medico-Legal Society |

TRINITY COLLEGE



WHEN A FELLER NEEDS A FRIEND

APPRECIATION

LETTERS

VOX-COP

PAGE I

OCTOBER 1944

My dear Mr. Commissioner,

October 5, 1944

I wish to call to your attention the efficiency and very courteous treatment accorded me by two of your Auxiliary Policemen J. E. Choiniere #1115 and P. Thiery #1025 of Bristol.

Last night, I had occasion to be at my place of business until 1 A.M. when I left for my home in West Hartford. Just about opposite the State Game preserve, in Farmington, I unfortunately had a blow out. I was driving Mrs. Nadell's car, and presumed it had a full compliment of tools in it. Much to my amazement and chagrin, there were no tools in the car, not even a flashlight. There are no houses in the immediate vicinity so that I might call the A.L.A. for service and there was no other recourse but for me to try and flag down some passing motorist for help. At 1:30 in the morning, no motorist is too anxious to be flagged down - and I don't blame them - and any number of cars passed me by. I had about resigned myself that it would be necessary for me to stay in the car all night, when the above two men stopped on their way back from finishing their tour of duty in Hartford. When I told them of my plight, they cheerfully and willingly, brought their tools out of their car, changed my tire for me, not even permitting me to help them.

Such service by these Auxiliary State Policemen of which you are the head, speaks volumes for the wonderful training they must have received and therefore I feel these men, as well as all other men of the service, as well as yourself deserve a great deal of support and the respect of all the people of the State of Connecticut.

Respectfully yours,

S. M. Nadell

THE NEW YORK, NEW HAVEN AND HARTFORD RAILROAD COMPANY

Dear Commissioner:

October 23, 1944

With reference to the train wreck at Stamford, Conn., on the night of October 20th, 1944.

Your men under Captain Schatzman certainly did a fine job, and I want to express my appreciation as well as that of the other officials of this Company for the hearty cooperation and aid given by the men under your supervision.

With kind personal regards, I remain

Very truly yours,

G. R. Crowley
Superintendent of Police

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BOARD OF PUTNAM POLICE COMMISSIONERS

Dear Commissioner Hickey:

October 6, 1944

On September 28th last it was our privilege to hear Capt. William Schatzman of the State Police address our local police school conducted by the Federal Bureau.

I did, because of the fine job that was rendered, want to thank you for making this man possible, and to inform you that we heard one of the finest lectures that it has been our privilege to hear at the Putnam School.

It came at a time when perhaps it was the necessary tonic on a topic that has long proved perhaps to be the most interesting of them all, as it applies to nearly all of us in some form or another.

The group which was the largest to attend our sessions, was really impressed and pleased, so much that I could not let the occasion pass without writing you and expressing our sincere thanks and appreciation.

Kindest personal regards:

Very truly yours,

John N. Dempsey
Commissioner of Police

Lt. Carroll E. Shaw
Commanding, Westbrook

October 11, 1944

Gentlemen:

I wish to express my appreciation for the service which you are rendering the residents along the shore. We are all likely to forget to report to you that our cottages will be vacant after a certain date, and the form which you sent and which I am enclosing brings this matter to our minds. If we do not report, it is certainly up to us.

Your keeping a record of the vacant houses is just another demonstration of the high efficiency of our State Police.

Thank you very much.

Yours truly,

F. L. Benzon

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DEPARTMENT OF MOTOR VEHICLES

October 3, 1944

Dear Sir:

Attached to a report of correction of defective equipment on the Massachusetts registered car belonging to James P. Condrin of Needham Heights, Massachusetts was the enclosed note commending one of your officers for the courtesy shown him when stopped on the road.

Very truly yours,

Francis W. Hogan
Chief Hearing & Complaint Officer

No address is given on this report so I am sending it to New Haven on chance.

I wish to state that I have never met a more courteous officer than Officer Stanley Stason who signed the complaint. While it is never a pleasure to meet with one of them I can say that it was no hardship to meet with him. There should be more like him on the roads and I believe he should be commended for his courtesy and the way he approaches you.

J. P. Condrin

9 Boston Post Road
New London, Conn.
October 24, 1944

Dear Mr. Hickey:

I am enclosing a warning issued to me yesterday by Trooper Neil Hurley, #85, of your department.

I should like to say a word or two of commendation for the courteous way in which the trooper handled this matter. There are several states in which a motorist has to swallow a good deal of sarcasm quietly when he is told of his mistakes, and I am indeed pleased to find that Connecticut State Police officers apparently know how to do their duty with both thoroughness and the behavior that becomes gentlemen.

Very truly yours,

Richard W. Hutchinson

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STATE OF NEW JERSEY

My dear Commissioner:

October 17, 1944

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Thank you for your recent letter complimenting our Troopers on service rendered by members of the New Jersey State Police near Lake Mchawk to survivors of an Army plane which crashed last Saturday.

There is no question but that Troopers Joseph Walter and Terence Gillon did some quick thinking when they noticed an Army transport plane flashing their landing lights in a distress signal. By radio, they contacted the transmitting station of the area to inform other patrol cars of the plight of the plane, in an effort to have them converge upon the scene in anticipation that the plane would crash.

I imagine the rest of the story was in the Herald Tribune; although I did not see the article of that paper, I have articles from local papers.

We will be pleased to follow your suggestion by sending to Captain Donald Leonard, heading the IACP Committee, a complete report, outlining exactly what occurred, and particularly pointing out the advantages of radio in this instance. I am firmly of the opinion that the two officers concerned would have lost their lives if the men had not been able to respond as quickly as they did. Fortunately, we are equipped with the Indian tanks, primarily for the prevention of forest fires, and they too served a mighty fine purpose in the rescue.

With appreciation for your nice letter, I am, with kind personal regards and every well wish,

Sincerely yours,

Chas. H. Schoeffel
Colonel and Superintendent,
New Jersey State Police

THE YOUNG MEN'S CHRISTIAN ASSOCIATION

Dear Commissioner Hickey:

October 13, 1944

The Harwinton Fair Committee wishes to express its thanks to you for the cooperation given at the Harwinton Fair.

We especially want to commend the work of Lt. Paul Lavin, the state troopers and the auxiliary police in keeping traffic in order and policing the fair grounds proper. This fine job was greatly appreciated by the Fair committee.

Sincerely yours,

Paul Klambt, Secretary
Harwinton Agricultural Society

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CITY OF HARTFORD
CONNECTICUT

State Police Aux.
Station H
Washington Street
Hartford, Connecticut

October 23, 1944

Dear Friends:

During the recent weeks so many problems have been pressing for attention at my office that this is my first opportunity to write to acknowledge and to thank you for your contribution of \$36 to the fund which has been raised through Hartford Times auspices for the benefit of those injured and bereaved by the Circus Tent Fire.

As honorary chairman of the Fund committee, I wish to express to you our gratitude and that of the beneficiaries for your donation and for the spirit of quick and practical sympathy that prompted the gift. The generosity shown by you and your fellow donors in the immediate wake of our great disaster is abundantly in keeping with the tradition of civic responsibility that has become so firmly established in Hartford through three centuries of neighborly living.

Sincerely yours,

William H. Mortensen
MAYOR

CARRIER AIRCRAFT
Service Unit No. Twenty-seven
United States Atlantic Fleet

Lieutenant William A. MacKenzie
State Police Barracks
Groton, Connecticut

October 25, 1944

My Dear Lieutenant:

I take this opportunity to express appreciation of the United States Navy through this command, and that of Night Fighter Training Unit, for the excellent cooperation in the recent unfortunate collision between two U.S. Naval Planes in your area.

Information has come to my attention that in spite of the undermanned condition of your barracks, that cooperation and assistance was cheerfully given under unpleasant conditions of rain and cold.

Yours most sincerely,

M. L. SHIELDS,
Commanding

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UNCLE SAM'S NEPHEWS

WE ARE ALWAYS PLEASED TO HEAR FROM OUR FRIENDS IN THE SERVICE AND ARE CONTINUALLY WISHING FOR THEIR GOOD HEALTH AND A SPEEDY RETURN TO US FROM A VICTORIOUS MISSION.

VOX-COP

PAGE I

OCTOBER 1944

October 14, 1944

Dear Mr. Hickey:

It has been a long time since I have dropped you a word or two and let you know that I haven't forgotten you nor the members of the state police force.

I have left the States several weeks ago and am now stationed somewhere in China. We are kept pretty busy out here, doing maintenance work on aircraft, the identity of which I cannot reveal.

By the looks of the weather, we are having the monsoon season. I haven't seen the sun shine ever since my arrival here; and it has been raining pretty steady every day, making the place muddy, ankle deep.

Our living conditions are pretty fair, although a bit not too comfortable, due to the chillness and dampness in this area. The food is excellent and is served to us by Chinese attendants.

My trip up here was made in an airplane. I have had the opportunity to see the living conditions and customs of the people in countries such as Brazil, Gold Coast of Africa, Egypt, Persia, India and China. We have visited cities and villages of these countries, and it makes one realize what a great and modern country the United States is. Here's hoping I get back to it soon.

Well, I guess I'll close for now, for I have rambled on too

long to occupy your precious time. I know you are very busy.

Am sending my best wishes and regards to you, Mrs. Hickey, Miss Collins, and everybody in the Police Force.

Yours truly,

Pvt. Peter A. Dzialo

Oct. 22, 1944
Parris Island

Dear Commissioner:

Well, I have completed boot camp, and now I am assigned to the Rifle Range here, as a Rifle Coach. I now have to go through School. I will be able to go out on the firing line and instruct the recruits in how to handle and fire all the weapons the Marine Corp. uses. This course is a very tough course and you do about 3 months work in 6 weeks. This reminds me of the S.P. Academy, when I went there. It was a tough and very interesting course. This course here is also tough and interesting.

I certainly want to thank you very much for sending me the Vox-Cop. After all the running around you do here, why it's a pleasure to come in at night and sit down and read the Vox Cop. It brings back all the memories of home and the good old Conn. State Police Dept.

Last weekend I had my first weekend liberty. I went to Wal-

terboro So. Carolina and met a few S. C. State Troopers. They certainly were glad to meet a member of the Conn. S. P. They think the world of our Dept. They rate it as tops, which is no mistake. As you probably know, they work out of their own homes. They have no Barracks like we do. All they have is Headquarters in Columbia S C. They also have no radios in their cars. That is something they wish they had. They are now just starting to experiment with radio in their Dept. One of the officers here said he saw our radio system work and he said it was something he thought that couldn't exist. After leaving the Troopers here, I can now see why we are rated as the finest. I have an invitation to go to their Headquarters and visit on next weekend. That is something I will not turn down. I'm going to spend all my spare time riding with these boys. They are a swell gang.

Well sir, I am going to close for now, but I will write later and advise you on how I made out with the visit. If possible, I would like to have Pvt. Vincent Brescia's address. I would like to meet him sometime while we are both in the South.

Respectfully yours,

Pvt. M. J. Shegda 987798-U.S.M.C.
R.R. Det. - Box 1038
Parris Island, So. Carolina

Oct. 26, 1944

Dear Commissioner:

Or rather, "Hello, Sir," I am

taking the liberty at this time just to wish you and yours the best of Health and all that goes with it.

I am still a "Pistol Packin' Papa" here on the Amphibious Training Base. Have been in this capacity as a jailer since last April. Although this job is an unheard of cog in the big wheel I'm doing my bit to end this great conflict.

It may be tough duty here but I'd still rather have tougher duty under your orders. I mean it. Still have my mind on the force back home but have been on signal "One" since I left. Keep smiling. Hope to see you someday soon. In respect.

Henry E. Ladd (Groton 421)

GUADALCANAL TOURIST BUREAU

By Major Walter L. Stewart
Bureau Director

Are you a housewife with nerves tattered and torn by life's mad pace. Are you a defense worker whose morale has been shattered by \$200 a week and the grim menace of Mitsubishies over Minneapolis. Does your battered soul thirst for some peaceful haven where days drift by like rose petals on the placid tide of sleep?

Then be of good cheer, for war's scarred face can be blotted out by the many-fingered shadow of a palm tree. Turn from the world's churlish buffets and come to Guadalcanal -- to romance-drenched Guadalcanal, the Shangri-La of the tropics -- the past participle of perfection.

To reach this isle of enchanted loveliness, you must cross the cobalt blue foothills of the Pacific. For a few glorious weeks, you live in the fascinating man's world below decks. Tucked cozily in Tier No. 4 of an eight-bunk hitch, you watch the imprint of buttocks bulge and fade in the springs above you -- hear torpedoes boil dreamily beneath the stern and realize that life can be beautiful.

Yet all this is but a poor herald for the island splendor which is to be yours on Guadalcanal, a flowered fantasy often referred to as the healthiest community West of the Fiji Leper Colony. Watch it burgeon above the clean line where sea embraces sky -- vibrate to the topaz peaks wrapped in a golden nimbus of blood-sucking insects muscled like bull gorillas. You will embalm this first impression in your memory book and are quite likely to be embalmed along with it -- a never-to-be forgotten experience.

At first view, this lush fairyland is almost confusing. What to do? Will you ride a blooded steer along aromatic trails which sweep Mount Austen? Or shall the first hike take you through the convulsive beauties of Bloody Ridge? Here the beauty-bewildered tourist is wont to fill his lungs with the breeze which blows across Samurai rotting peacefully in the ravines -- to bathe his soul in glamor.

But there is always the good-humored argument between mountains and sea coast. So perhaps you'd prefer a day on Guadalcanal's world-famed beaches. You can laze on salt-white sand or

plunge into incredibly clean breakers washed by the winds of half a world. Lie on your back and float in the mellow sunlight-romp with the playful sharks.

If you are the competitive type, you will find keen sport upon the green velvet courts of the Matanikau Bath and Tennis Club. Bring your sticks and tour the unmatched fairways of the Foxhole Golf and Country Club. Here are traps which have frustrated the best of the Japanese professionals.

And the nights -- ah! the nights. Mighty chasms of darkness -- sable curtains powdered with stars of an uncanny beauty. The Southern Cross hangs there like the kite of some god-like giant. The soothing coo of the vampire bat flows down from the stately palms and you can hear the lilting slobber of Japanese bodies washing softly along the beach.

And how will you spend your first evening? We might drop in on a native village where the simple black-man lives in unspoiled dignity. In this thatched hamlet we find the romantic Solomon Islander in his proper setting -- untouched by the grubby paws of the white man's world.

Hear that eerie chant swirling through the fire-burnished darkness -- "She'll be coming' round the mountain when she comes -- when she comes. She'll be drivin' three white horses -- "

Very well, if you insist upon Guadalcanal's upper drawer, we'll watch the sun set through tall and misty glasses in the air-conditioned bar of the Koli Plaza. We can dine on dream-festooned

terraces of the Lunga Lagoon Hotel. The evening may be brought to a fitting climax dancing beneath the stars at Club Kokumbona where Don Carlos' fluid flute drain the very soul of music and champagne corks fire a 21-gun salute to Bacchus.

And what can be lovelier than driving home through the ack-ack-spangled night -- watching the lazy butter-fingers of the searchlights in their slow probing? You can feel your broken soul reknitting itself as the jeep tires croon on the boulevards.

You are rather a night owl, aren't you? Well, we'll drop in on some of the Bohemian places. You won't meet the whipped cream of Guadalcanal society here, but there ARE quaint characters. Rub elbows with Washing Machine Charley and that charming rogue, Pistol Pete.

And home at last to sink into the drowsy ripples of your bed. Let the elfin drone of mosquitoes urge you gently down the slope of utter peace. Tune your ears to the crystal waters of the Tenaru as they wander toward the sea -- chuckling contentedly through the picturesque eye-sockets of Japanese skulls. Open your pores to the lure of the tropics.

Yes, come to Guadalcanal -- and bring your straight-jacket, you silly fool.

Major Walter L. Stewart
Public Relations Officer
HQ. XIV Corps
APO 453

A pessimist is one who makes difficulties out of opportunities. An optimist makes opportunities out of difficulties.

THE HISTORY OF
THE CONGRESSIONAL MEDAL

Of HONOR of this,
United States of America

America's supreme Military decoration was originated during the first year of the Civil War, and approved by President Lincoln on July 12, 1862. It is the only medal of the U. S. Government authorized to be presented by the President, in the name of Congress, and therefore is frequently called the Congressional Medal of Honor. This decoration is awarded to a man who has distinguished himself "conspicuously by gallantry and intrepidity at the risk of his life above and beyond the call of duty."

Until the beginning of the present war, the Army had granted 1,325 Medals of Honor, mostly to services in the Civil and Indian Wars.

OUR SERVICE BOYS'

MAILING LIST

VOX-COP IS MAILED MONTHLY

TO ALL OUR BOYS IN THE SERVICE. PLEASE ADVISE US OF ALL CHANGES OF ADDRESS AND LET US KNOW IF VOX-COP IS NOT RECEIVED.

STOP LOOK LISTEN

HIT AND RUN COLLISIONS - PHYSICAL EVIDENCE

Hit and run collisions involve great force. Consequently, materials from the car are invariably transferred to the victim and vice versa. The careful investigation of these traces, both on the victim and on the car, can lead to the solution of the case.

The two most common types of accidents in which the victim is a person are: (1) those in which the victim is run over, and (2) those in which the victim is thrown. The former generally occur at low speeds or where the victim is lying in the road. The latter often occur at high speeds and in cases where the victim is standing. A standing child is more easily run over than a standing adult, regardless of other conditions.

A. EXAMINATION OF THE SCENE. The two principal sources of evidence are (1) the clothing and body of the deceased, and (2) traces found on the road.

1. Clothing and Body

- (a) Evidence of abrasions, lacerations, grease, etc., to indicate whether victim was thrown or run over.
- (b) Type of injuries to body - crushing, blunt impact, abrasions, bumper fractures, etc.
- (c) Direction of abrasions to indicate which side of car struck victim.
- (d) Imprints of bolts, radiator grille, tires, headlamp and other projections on body and clothing.
- (e) Paint fragments and powder in clothing, indicating color and type of car.
- (f) Glass fragments in clothes to indicate broken headlamp or windshield.
- (g) Preservation of blood and hair from deceased for future comparison with blood and hair found on car.

2. Traces Found on Road

- (a) Collect all pieces for determination of make and model of car and comparison with broken lens on suspect car.
- (b) Broken parts - door handles, lamp rims, ornaments, etc.

B. EXAMINATION OF CAR. Evidence will be either on outer surfaces or beneath, depending on whether victim is thrown or run over.

1. Victim Thrown

- (a) Saucer shaped "soft" indentations of fender, hood or body.
- (b) Fabric imprints on fender, hood, body or bumpers.
- (c) Fibers, fabric, hair caught in projecting surfaces.
- (d) Blood, fat tissue splashed on surfaces.
- (e) Headlamp, radiator grille pushed back.
- (f) Broken headlamp lens, windshield - collect all fragments for comparison.
- (g) Bark, wood, vegetable matter, related to damage to trees, etc., incident to the accident.

2. Victim Run Over

- (a) Wiping marks on grease under car.
- (b) Fabric impressions in grease.
- (c) Fibers, fabric, hair in tufts, on projecting surfaces.
- (d) "Soft" indentations in engine pan, fly-wheel housing, gas tank.
- (e) Blood, tissue fat.

AROUND THE CIRCUIT

VOX-COP

PAGE I

OCTOBER 1944

STATION "D" DANIELSON

If you see this in print, we made it - if you don't only the writer will know that he missed the boat. A month rolls around so rapidly and time is at such a premium that at the last minute the rush is on, and the writer feels like a newspaper reporter on a daily as he watches the clock and races with that ever-threatening deadline.

Officer Leo Marion is convinced that the great showman, Barnum, was right and that there is one born every minute. For the past several months Leo has been lining up those who were taken by his two master mechanics of fraud - John Baker and Joseph Martin. Officer Marion, like all of us, was amazed at the ease with which the "suckers" and their money were parted. Each of the two men differed in his approach but the final result was always the same. Baker sold hay and automobiles with payments in advance and wrote bum checks whenever his funds got low. Martin specialized in selling cars on which he had made only a down payment. He also had marriage as a side-line and was found to have at least three wives.

Both met their match in Officer Marion, and Leo combined investigation with travel in drawing the net about them. The investigation took the officer to all of the New England States and Canada, with a trip to Pennsylvania thrown in. Leo is sorry to see the cases drawing to a close as they were both pleasant fellows and good talkers, and their crimes gave him a chance to renew old acquaintances in some of the places where his professional

baseball career took him in past years.

Barnum found opportunity in taking "suckers" - Leo found his opportunity in taking the guys who took the "suckers."

Now that the "Phantom Juvenile", Albert Rivard, alias Gano Gamble, has come of age we feel that he deserves mention in this column. His operations as a juvenile were state-wide, and he has been mentioned in this column before this as a juvenile. He is at present at large and as he is a car thief of some ability he may be heard of in places other than his home area.

Rivard escaped from the Youth House in New York City on October 13, 1944, one day before he was to be brought back to this state. His escape was as spectacular as some of his car thefts. He went over the top of the detention home and onto the roof of an adjoining building and disappeared into the night.

As a juvenile, this boy has been picked up with stolen cars in several cities in the state but has almost always managed to escape from detention. For almost two months Officers Joe Guilbeault and Henry Marikle bent every effort to catch this lad but without success. In mid-September he abandoned a stolen car in Willimantic and was seen by his father but he again disappeared completely. He was finally apprehended in New York City with a stolen car just as he was crossing over into New Jersey. While in custody Rivard became 16. It is believed that he will head back into Connecticut.

If he is able to duplicate his juvenile activities now that he is of age, he will mean trouble for some department. Frankly, we're hoping he has an urge to go West or anywhere except back to his haunts in Scotland.

We have had the pleasure of greeting two of our former associates at this station recently. Officer Norman Winslow, now a First Lieutenant and Pvt. Vincent Brescia. Norm is still stationed in Texas, and Vince has just completed 17 weeks' training in radio at Fort Bragg, N. C. Lieutenant Winslow will return shortly to Texas, and Private Brescia is slated for a new assignment in Oklahoma at either Camp Gruber or Fort Sill.

Both men show the benefits of Army training as a physical conditioner. Those streamlined figures sure look good to some of us who are beginning to bulge in spots.

Officer Tom McGrath is thinking of enlisting the services of the Lone Ranger in tracking down lost cattle. Tom suspects rustlers have begun to operate in Pomfret or else the farmers in that wealthy town have so many cattle they can't count them. We were interested in learning of a society still in existence in this area whose members banded together some years ago to track down cattle rustlers and horse thieves. The members are not very active now, most of them are rather advanced in years, but Officer McGrath is considering pressing them into service.

We were all pleasantly surprised at the interesting program presented to us at the recent seminar. Most of us are still

transcribing those notes, some of which were taken in the dark. We covered a lot of ground in those few hours and have some valuable information from real experts.

There was certainly lots of comment about the lunch and the facilities that made the meal possible. That was really the finest yet. It was a far cry from some of those dry sandwiches we have met in the past!

Suggested additional equipment for officers searching for wrecked airplanes at night - a good compass. It is a necessity, as the writer found out recently at that two-plane crash in Preston. He started out to find the State Hospital after leaving the scene and after walking about a mile in supposedly the right direction he met a native en route to the same place but going in the opposite direction. The native took the lead and we both arrived at the hospital with little delay. Did you ever try to tell North from South in the woods at night? I swear that they both look alike.

Its about time to put this thing to bed, as the newspapermen say, and so we shall.

"Les"

Danielson special reporter

Station "E" Groton

BABY BORN IN S. P. AMBULANCE
NAMED AFTER TROOPERS

The Groton S. P. Ambulance answered a call to take a woman who was about to have a baby, to the Lawrence and Memorial Hospital, New London, from Mystic. Off. Arthur Andreoli and Neil

Hurley were assigned. Just as the ambulance was driving into the hospital yard the baby was born. The father of the baby (this being the tenth) stated that he did not know what to call the baby as all the names he could think of had been already given to his other nine children. However, he stated that as he would like to remember the State Police, he would call the baby after the Troopers - Arthur Neil Barlow.

Officer Louis Marchese earned a day off for recovering a stolen car with the operator. While on patrol on route #1, in the Town of Waterford, a stolen car report came over the radio, and almost before the sound of the broadcast had died away, Off. Marchese spotted the car, which had just been stolen out of New London, by two Sailors. This is one of the fastest recoveries of a stolen car on record.

BUTTER WITHOUT POINTS

Officer Joseph LaFramboise and Officer E. Wanat, while on patrol during the Dzeidzic hunt became suspicious of a car being operated without head or tail lights, the only lights being the fog lights.

Upon checking this car occupied by two sailors from the Sub Base at Groton, the officers found four cases of butter, or a total of 240 pounds, which, after questioning, the two sailors admitted were stolen by them from the Sub-Base. Also stolen and found in this car were four books of toll tickets for use on the Thames River Bridge.

Both sailors were turned over to the Naval Authorities for Prosecution, as the theft occurred on Government property.

A GOOD DEED EVERY DAY

A request was received at this station to pick up Thomas Logan, of New Jersey, and transport him to the Windham Memorial Hospital at Willimantic, Connecticut as his daughter, age 16, a Freshman at the University of Connecticut, was in a dying condition with a typhoid infection. Mr. Logan was picked up at the New London railroad station. His train was 20 minutes late, but he reached his daughter's bedside before she succumbed. Officer Cable, who recently returned to this department, was the operator of the car on this mission. Mr. Logan greatly appreciated the service extended to him in his time of need and requested the Officer to extend his heartfelt thanks to all concerned.

AUXILIARY STATE POLICE

The Auxiliary State Police of Station "E" are to be congratulated on their good work during the past six weeks. All called upon responded for the hurricane and the drownings at Saybrook, following the hurricane. They also deserve credit for their work during the State Hospital hunt, in which they worked long and hard hours along with the regular State Police.

"Fitz"

Special Groton Reporter

STATION "G" WESTPORT

At last our radio is back to normal after the hurricane of the 14th. For three days we worked with three-way service and then for a few more days with emergency motor from our emergency truck. The storm warn-

ings indicated that the storm would strike Connecticut near New London, but the damage to our territory was just as bad as upstate. Our entire personnel was in the field by the time the storm broke, and Lieut. Remer took personal charge with both our sergeants, all three being on the road most of the night. Our popular radio technician, Elmer Weyh, or 19HQ, was also stranded at our station and stayed on the road with the lieutenant. We had a slight avalanche on the Merritt Parkway in the town of Stamford, and several of the high tension wires in Norwalk and Westport were down, which made surrounding towns without electricity for a couple of days. All in all, we came through with no personal injury. Our emergency truck and its crew were out also all through the storm, and we owe a lot of thanks to the Horoskys.

Sergt. "Chick" Rivers has been appointed shooting instructor by the "boss-man" and is trying to teach some of us the proper way to hold a gun. We have an outdoor range at Sasso Beach in Fairfield, which is used by the Fairfield Police, and they have given us permission to use it anytime.

Officer James "Stolen Car" Angeski got himself another one the latter part of September. While patrolling the Merritt Parkway in the town of Greenwich, he stopped a car to check it and before "our Jimmie" could get out of his car the operator came running back to him stating that he had stolen the car in New York a short time previously. Upon further questioning, it was revealed the fellow was wanted for violation of parole and by several other departments for various

offenses. Angeski must be psychic. He has as many, if not more, stolen cars to his credit than anyone on the department.

Lieutenant Remer's former radio dispatcher at Litchfield, Private Guy Bonuomo, of the U. S. Army, stopped in the other day to see all the boys and teach them to say "Hello" and a few other similar words in Japanese. He is still in Chicago learning to read and write the language. Says he has to spend 17 months more, so was asked for which war he was preparing.

Believe it or not: Officer Emil Struzik is the father of a baby girl and was handing out cigars the other night. Incidentally our two sergeants want to know where he got the box. The little girl weighs 7 lbs. 7 oz. Congratulations to Emil and Mrs. S.

On October 20 we had a report of a train accident in Stamford between two freights. Our emergency truck with its crew and several officers were immediately dispatched to the scene by Sergeant Hartley. Captain Schatzman and Lieutenant Remer were notified and both went to the scene. Fortunately, no one was seriously hurt. Our thanks to Station "A" for their emergency truck and assistance.

Strange as it may be, Officer Cliff Lyon got on a scale the other day at a fellow officer's home and weighed only 162 lbs! Page Lieutenant Klocker!

"G" Mack
Westport Reporter

PITY THE MOTORIST



TRPR. CROSS-HARTFORD

