

# Vox-Cop

Vol. 2

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No. 12

## CONN. STATE POLICE DEPT.



EDWARD J. HICKEY,  
Commissioner

APRIL 1945

Franklin Delano Roosevelt  
1882 - 1945



The President in joyful mood during visit to submarine works in New London, Conn., accompanied by the late Senator Francis Maloney, right, and Governor Raymond E. Baldwin. (August 1940.)

# BY THE YANKEE CLIPPER



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PAGE I

APRIL 1945

## COINCIDENCE

(Herald Tribune)

A former New York City policeman, Private First Class Louis J. Ansalone, of the Marine Corps, wrote of an interesting coincidence in a letter to Police Commissioner Lewis J. Valentine from the naval base hospital in Hawaii, where he is recuperating from wounds he received in Iwo Jima. When he hit the beach, he related, he ducked into a foxhole and found himself lying next to another former New York City patrolman, Private First Class Julius J. Rouge. They had not met before, although they were attached to adjacent precincts, and after Private Ansalone was wounded, he did not see Private Rouge again. He wondered how his fellow-patrolman had fared. Commissioner Valentine investigated and wrote Private Ansalone yesterday that he would find Private Rouge, wounded, in the same hospital, Ward 34.

## SAFEST

(Conn. State Medical Journal)

Somewhere in this state lives a little girl between 5 and 14 years old, she is the safest person from accidents in the United States. She is not a real little girl but is a statistical figure and there are thousands of her here.

This is all shown in the 1944 edition of "Accident Facts," the statistical year-book on accident figures published by the National Safety Council.

Connecticut was found by the Council to be the safest state in the Union last year in terms of all types of accidents. The figures show that the age group 5 to 14 has the lowest accident rate of any, with little girls getting hurt much less than little boys in the same age group. This young "Miss Connecticut" knows how to take care of herself.

## TRAFFIC VOLUME TRENDS

Latest reports from the Public Roads Administration, Federal Works Agency, under date of March 31, 1945, as to traffic volume trends are as follows:

The revised information for January 1945 indicated that traffic in the eastern and central portions of the country was considerably below the estimates for that month in 1944 but not as far below as was indicated by the preliminary estimate. Preliminary data for February 1945 indicated that traffic in

eastern and northern States continued below that for February 1944. Traffic in the New England States was 9.8 percent below the estimates for February 1944; that in the Middle Atlantic States was 9.3 percent lower; while traffic in the East North Central Region was 5.8 percent under the previous year's figures. Traffic in the two western regions followed the same trend as last month, again being 8.5 percent above last year's figures. February 1945 traffic in rural sections of the entire country decreased 3.0 percent.

A TRIBUTE TO THE DOG

By George Graham Vest

The one absolutely unselfish friend that man can have in this selfish world, the one that never deserts him, the one that never proves ungrateful or treacherous, is his dog.

A man's dog stands by him in prosperity and in poverty, in health and in sickness. He will sleep on the cold ground, where the wintry winds blow and snow drives fiercely, if only he may be near his master's side. He will kiss the hand that has no food to offer, he will lick the wounds and sores that come in encounter with the roughness of the world. He guards the sleep of his pauper master as if he were a prince. When all other friends desert he remains. When riches take wings and reputation falls to pieces he is as constant in his love as the sun in its journey through the heavens. If fortune drives the master forth an outcast in the world, friendless and homeless, the faithful dog asks no higher privilege than that of accompanying him to guard against danger, to fight against his enemies; and when the last scene of all comes, and death takes the master in its embrace and his body is laid away in the cold ground, no matter if all other friends pursue their way, there, by his graveside, will the noble dog be found, his head between his paws, his eyes sad but open in alert watchfulness, faithful and true even to death.

A hypocrite is in himself both the archer and the mark, in all actions shooting at his own praise or profit.

- Fuller.

ANOTHER STRANGE TALE

(Windham Country Transcript)

A certain gentleman, strong and bold,  
Had great ambitions, we are told,  
A State Policeman he would be,  
But they're not made, just one-two-three.

So all he could do was await his chance  
Till the state required another Philo Vance.  
That chance he got; war troubles grew,  
Good men were drafted and left too few.

To add to the burden, there and then,  
The State Police needed auxiliary men.  
Our local man rode in on the storm  
And soon was resplendent in Aux. uniform.

But uniforms alone don't breed  
The essentials that policemen need.  
He soon discovered from men at the station  
An officer needs powers of observation.

It just so happens our rookie's eyes  
Gazed twice a day on a policeman's prize;  
A stolen car, to be correct  
But this latter fact he didn't detect.

The story ended, we are told,  
The car couldn't wait for our rookie bold,  
But gave itself up at Station D,  
Not wanting to spoil that "E" record, you see.

HARDENED, YOUNG CRIMINALS

(The Hartford Times)

The fatal attack upon a State Prison guard by the three convicts is the more disturbing and challenging because of the youth of two of the killers. Both lifers, each having killed a groceryman whom he had sought to rob, they are only 18 and 20 years old, respectively. The third participant, not a lifer, in an attempt to force an escape, in which they encountered and slew a guard, is 24.

The increasing youthfulness of even desperate criminals is a fact which modern life has seemed to promote. It is a serious reflection on the home, schools, and communities, even on our national way of living, that this should be so. Youth is maturing faster than before. In that process it appears to take over the hard, daring, criminal ways of older men.

In given instances when young men, not yet or barely out of their 'teens, kill again to escape from the sentence for their first crime, society cannot do otherwise than protect itself by imposing the maximum penalty, but there remains an unanswered challenge that more should be done to prevent such savage criminality from coming to full outburst in persons so young.

MOTORIST'S WIFE AGREES WITH COPS

Missoula, Mont., April 12 - (AP) - Highway patrolmen stopped a speeding motorist, and the latter's wife said:

"Oh, thank you, officers," smiling sweetly. "I've been telling him all the way over from Helena (117 miles away) he was driving too fast."

MAJOR CRIMES SHOW '44 DROP of 13.3% HERE

But Valentine Cites 10.4% Felony Increase, With Sharp Rise in Auto Thefts

(Herald Tribune)

While the number of felonies recorded in New York during 1944 increased 10.4 per cent over the 1943 total, the number of so-called major crimes dropped 13.3 per cent, according to the annual Police Department report submitted recently to Mayor F. H. LaGuardia by Commissioner Lewis J. Valentine.

Among the 25,518 felonies reported, burglaries showed the greatest drop below 1943. Last year, there were 2,316 cases in this category, a 29.3 per cent decrease below the 1943 total of 3,277 cases. Automobile thefts, however, jumped from 6,698 in 1943 to 9,511 in 1944. Conversely, other types of grand larceny cases decreased from 3,466 to 2,985.

The incidence of other major crimes was relatively static. Murders increased from 203 to 228 and felonious assaults from 2,357 to 2,402, while assault and robbery cases dropped slightly from 892 to 887, the Commissioner reported.

Stabbing, the report said, remains the most usual method of murder, having been responsible for eighty-eight cases, as against forty deaths caused by shooting. In its list of motives, the Police Department attributed 105, or almost half the murders, to "altercations - various causes." The motive in forty-one other cases was listed as "marital or passion."

Commissioner Valentine observed that the total of 616  
(cont.)

deaths recorded during the year in vehicular accidents represents the lowest motoring casualty list since 1915, and is less than half the toll reported in 1929.

The report showed that the wartime drain on the department's man power continued unabated last year. Although the authorized police enrollment is 18,790, the department finished the year with 15,579 uniformed personnel, as against the 17,210 listed on January 1, 1944. The report indicated that the drop might have been even sharper, had not 312 places been filled by appointments, reinstatements and promotions.

#### Big Increase in Summonses

Summarizing the department's work, Commissioner Valentine

showed that arrests and summonses during 1944 aggregated 458,280, as against 369,047 the year before. The big increase was in the field of summonses, which jumped from 255,370 to 341,047. Felony arrests increased slightly from 11,702 to 12,714; misdemeanor cases from 96,586 to 98,633, and cases of juvenile delinquency from 5,279 to 5,735.

Among specific crimes, prostitution arrests increased from 1,505 to 1,900; rape arrests dropped from 689 to 619, and there were seventy-one arrests for felonious violations of Office of Price Administration regulations, as against none the year before, while arrests for minor O.P.A. violations dropped from 5,074 to 1,693. No arrests were reported either for counterfeiting or for blackmail.

#### STOLEN CAR LOCATED

(Windham County Transcript)

Officer Charles Pritchard of Station "D", Connecticut State Police Barracks was assigned to investigate a report made to the local barracks by Elmer C. Mathewson of East Killingly Sunday morning. Mathewson's car, a 1937 Oldsmobile sedan, which had been put in the garage near his home around 7 o'clock Saturday evening, was not there when the owner opened the garage doors Sunday morning at 8 o'clock. A state wide search was started.

Sunday afternoon Westchester county Parkway police stopped a car which proved one to be stolen from Milford. Riding in it were three men who were held for questioning and later identified as fugitives from the Camp Ed-

wards Army station where they were facing sentences of 10 to 16 years. Apparently the three escaped from camp in Massachusetts and through using a series of stolen cars traveled through Rhode Island into Connecticut. The car they borrowed from the Mathewson home Saturday night they drove as far as Derby where they abandoned it, later taking the car from Milford.

In all, they were held responsible for the theft of four cars and breaking and entering two homes en route to New York. The New York police also found a U.S. service revolver on one of the young men, which was believed to have been stolen from one of the houses they entered. Mathewson's car was recovered apparently undamaged in Derby Sunday night.

## POST-WAR CRIME

(The Hartford Courant)

It is reasonable to assume that State Police Commissioner Edward J. Hickey is correct in his assertion that the crime rate is increasing steadily in Connecticut as elsewhere, and that it will rise sharply at the end of the war. But it does not follow from this that those calamity howlers who see in every returning service man a bloodthirsty criminal are correct in their views. There will be an increase in crime for the simple reason that almost all professional crime is the business of youths who are in the same age group as those who make the best soldiers. This whole segment of our population has been lifted from its normal environment; and when it is back among us, an increase in crime is inevitable.

The average soldier returning from the war will not be a man with a newly acquired killer instinct. Rather, he will have seen so much of bloodshed and death that he will instinctively turn from it and seek tranquility. Then too he will have learned by his military service the need for discipline and cooperation. The real danger lies only in the possibility of a depression-born desperation through lack of suitable employment and the change to get ahead.

However, Mr. Hickey is completely justified in his request for additional personnel to meet the conditions that are arising and that will become more acute with each passing month. His request is only one aspect of course, if an important one, of the whole problem. Not long ago the Council of State Governments recommended, in a report on post-war crime, the creation of a

central State agency to deal with every step in handling a convicted lawbreaker, beginning with sentencing, through custodial treatment, parole and re-establishment in the community. As the Council pointed out, the sentencing of the criminal is only the beginning, not the end, of the community problem.

If through uncoordinated facilities no effort is made to rehabilitate the criminal, he becomes a continuing charge on and a menace to the community. The United States Army has already recognized this principle and has used the services of one of the best-known penal authorities in the country to develop rehabilitation services for those soldiers who otherwise would have been dishonorably discharged. Only this week 150 of these men were graduated from Fort Slocum and will return to combat units, possessing full privileges, and ultimately they will be entitled to honorable discharges. This is evidence of what can be done. But unfortunately in most States the rehabilitation work done by the penal systems is more form than substance.

There are other measures, too, that the alert community could wisely adopt. These include the raising of personnel standards of police, probation and parole officers by requiring better training and by paying better salaries. Individual treatment of prisoners and replacement of jails and prisons now unfit to carry out rehabilitation programs were also urged by the Council of State Governments. Some of these weaknesses apply to many Connecticut communities. The time to start thinking about post-war crime is now, as obviously Mr. Hickey is doing.

ARMY SURVEY SHOWS TWO-THIRDS PLAN TO WORK FOR SOMEBODY, ONE-EIGHTH, FOR THEMSELVES - SOME WHITE VETERANS INTEND TO MOVE TO FAR WEST - NEGRO SERVICEMEN WILL GO TOWARD INDUSTRIAL EAST

By Frank Carey

(Waterbury Republican)

Washington, April 14 - (AP) - Everybody and his brother has been proposing postwar plans for veterans.

Now comes the army with a line-up of what the soldier plans for himself.

The research branch of the Army Service Forces' Information and Education Division interviewed thousands of men - white and Negro, officers and enlisted men. In this cross-section study it found that fully two thirds of the men had fairly definite plans:

1. More than two thirds of those who have made up their minds plan to work for an employer after the war - in industry, on the farm or in government.

2. About one out of eight expects to set up shop or operate a farm on his own hook.

3. One in 12 plans to attend full-time school.

4. Nine out of 10 white enlisted men intend to take up life anew in the state where they lived before the war. But one out of every three Negro enlisted men plans to switch to another state.

5. Among white migrants, the major move will be to the far West; among Negroes from the South to the industrial North-east.

The Army researchers grant that the plans of some men may change, but they say that the general pattern revealed by the

study should be of great help to post-war planners in government, industry and labor.

Here are some detailed findings:

Sixty Per Cent Plan To Go Back to Same Work

A little over one third of the white enlisted men who were employes before induction, and plan to be such after the war, expect to go back to their old bosses; another one third say they may return; the rest say they'll make a stab elsewhere.

About 60 per cent of this group intend to do the same type of work they performed before induction. A large number, however, have learned new trades and intend to make a change. In general, more professional workers plan to stick to their former pursuits, fewer unskilled workers.

The survey indicates that five per cent of all Army personnel plan to seek government employment; another five per cent are toying around with the idea.

The proportion of Negroes who have a government job in mind is more than double the ratio of whites. Security appears to be an important factor among them. Government-minded Negroes are more interested in federal jobs than in state or municipal ones.

Of the boys who intend to be their own bosses, either as merchants or farmers, seven per cent plan to operate a business; five per cent, farms. Another six per cent are "interested" along those two lines.

Half the men with business plans say they'll invest \$4,000 or less, but only one-fifth know where they will get it. Forty-two per cent had previously been independent operators; 45 per



cent had worked as employes in the same lines; 13 per cent had had no previous experience.

Retailing and service lines account for most of the business enterprises planned.

"Over half a million men in the Army alone definitely plan to operate a business of their own after the war," says the report. "Should their plans materialize they would create almost as many new firms as the net decline in the number of business establishments since Pearl Harbor."

Farm Land May Be Hard To Find

Pointing out that one out of every three would-be farm operators will have to start shopping around for a farm tract, the Army researchers said:

"They may well come up against a paucity of good farm land which, incidentally, will be selling at much higher prices than before the war. There is danger that many will be forced to settle on cheaper submarginal land.

The researchers found that approximately seven per cent of the white enlisted men, five per cent of the Negro enlisted men and 12 per cent of all officer personnel plan to enter full-time school.

This would give a total of more than half a million men from the Army alone. Nine out of 10 are high school graduates.

Eighteen per cent of the men interviewed are considering part-time schooling.

The full-timers lean toward the liberal arts and sciences, or professional and technical specialization; the part-timers, will shoot for trade and business courses.

The northeastern United States, says the survey, may expect migrants, especially from the South.

"The southern region," it added, "while it may retain some of its war-inspired growth, has poorer reconversion prospects and a high ratio of new entrants into the labor force. Out-migration on the part of servicemen is shown by the survey. A similar picture can be drawn for the west north central region.

"On the other hand, the Pacific Coast, with its background of prewar and wartime growth and the smallest ratio of new labor market additions, can expect a heavy in-migration of servicemen after the war."

VALENTINE CITES 437 FOR  
GOOD POLICE WORK

(Hartford Times)

Police Commissioner Lewis Valentine released April 9, to the press General Orders No. 7, detailing the work of 437 members of the department which earned for them during 1944 departmental recognition for meritorious conduct in the line of duty.

At the head of the report stands Detective Anthony J. McGinley, of the Wadsworth Avenue station, who received posthumous honorable mention and is the only officer on the list who was killed on duty. He died last December 27, four days after he answered an alarm to 29 Hancock Place, where he rescued a helpless wife whose husband was beating her with a chair.

The husband, Louis B. Ansten, fired a shotgun at the detective, who, although critically wounded, managed to wound the enraged man. The husband was later killed in a gun battle with four other policemen. They are Patrolmen Otto H. Niessner, John B. Walson, Stephen E. Brennan and John H. Bryan, who were commended for this in the general orders.

Twelve others, including ten patrolmen and two detectives, were honorably mentioned in the orders, while 138 in all won commendations and 286 members of the force including six policewomen, were cited for excellent police work.

Sidney S. Cusberth was cited twice for excellent work, bringing to twenty-six his total citations. A well known Negro policeman, he was a detective for ten years in Harlem when he was demoted last January 15 to patrolman. He was ordered to a Bronx precinct for a month and returned to Harlem still as a patrolman. His transfer was one of several made after an investigation into charges of police laxity in dealing with numbers operations.

In the orders he was cited for his excellent detective work on April 13, 1944 when, with Detectives Thomas J. Lane and Joseph M. Sullivan, he arrested a man who had stabbed another to death four days previously near 127th Street and Fifth Avenue. Again, with Detective Sullivan, he was cited for arresting a man last June 24 who was wanted for an armed holdup near Lenox Avenue and 129th Street.

#### STATE RETIREMENT FUND

(The Hartford Courant)

The actuarial survey of the State Employees' Retirement Fund reveals a condition not entirely unlike that reported recently by the Connecticut Public Expenditure Council as prevailing quite generally in many cities of the State, where public pension funds are not operating on a sound actuarial basis. This latest report indicates that the State fund is operating at a deficit, with pension payments being met

in part by money actually paid in and owed to employees who are still in the State's employ.

In simple language this is the equivalent of the State's borrowing money from employees without the formality of issuing notes or bonds. If the present trend continues, and retirements occur as predicted, this Retirement Fund will be exhausted in eighteen years. In 1939, before the new retirement law went into effect, the State was paying \$153,000 a year for pensions. Five years later the payments to retired employees had grown to an annual disbursement of \$694,000. On an actuarial basis it is predicted that in twenty years pension payments will amount to \$3,893,000.

Even after making allowances for unpredictable factors it appears obvious that the State Retirement Fund is not now operating on a healthy basis. It suffers from the weakness of many public pension funds in that the income from employees' contributions is not in proper proportion to the amount going out in pension funds. In many instances the end result of this practice is that pensions are paid out of current income, and the employee contribution becomes merely a token payment.

This may not appear to be much of a problem when a retirement fund is fairly new; but as time goes on and the number of pensioners increases, such unsound finance can be a heavy burden on the taxpayer. In making this report now Henry S. Beers and James E. Hoskins, the two actuaries who made the study, have given plenty of notice of what the future will bring to the State Retirement Fund. At the same time they have sensibly pointed out that the State Retirement Fund can be strengthened now by increasing the employee contribution to 4 per cent, ef-

fective September 1, 1945. The present statute permits an increase up to 5 per cent. It is estimated that this increase will bring the employee contribution up to the statutory maximum of one-half of the amount disbursed for pension.

This does not seem excessive, particularly in view of the fact that contributions are refunded if an employee leaves the service of the State or dies before retiring on pension. State employees should be more than glad to increase their contributions, thereby insuring the sound financial condition of the State Employees' Retirement Fund.

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#### STATE PENSION PROVISION

(The Hartford Times)

Serious legislative thought might well be given to the situation which two insurance experts have disclosed with reference to the Connecticut State Employees Retirement Plan in pointing out that on the basis of present rate of contribution the plan cannot remain solvent over a long period of years.

The time to establish a sound basis of contribution is now while the plan is still young. To increase the rate of contribution later would make for inequity as between pensioners who paid the lower rate and those who contributed a higher percentage of their salary.

The law is still in its experimental stage, so to speak, this being the first survey that has been made of its operations since its adoption in 1939. It was obviously experimental in permitting an employee contribution rate of one to 5 percent. The half-way rate of 2 and one-half percent was adopted. It is now found that 4 percent would

more nearly provide the revenue for the expected payments, at least until more experience with the plan shows the way.

The two reviewers of the plan, Henry S. Beers and James E. Hoskins, both members of the Retirement Commission, also make a pertinent suggestion in urging the State to appropriate to the fund the amount by which payments to pensioners exceed the contributions by State employes. Not to do so, "is equivalent to the State's borrowing large sums of money from the employes without the formality of issuing notes or bonds." To correct that situation it is suggested that the State appropriate \$800,000 for the next biennium.

From this it will be seen that there is considerable room for improvement in the State's pension system. Not to place it on a sound actuarial basis is to invite trouble. Having the advice and counsel of competent insurance minds in this matter, the Legislature would be remiss in its responsibility if it did not take notice of the points raised in this survey.

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#### "HEAT" WAS REALLY ON AT POLICE STATION

Chicago, April 7 - (AP) - Police Sgt. Dave Petacque answered the telephone at Wareen Avenue station today and heard a caller say:

"The heat's on at your police station."

"What do you mean, 'the-heat?'" the sergeant asked.

"I mean the heat; take a look at your roof, Bub," said the fellow.

Sgt. Petacque looked, then called the firemen who quickly doused a small fire on the station flagpole platform.

POSTWAR CRIME

(New Haven Register)

Dr. Richard L. Jenkins of the Chicago Institute for Juvenile Research has made a valuable contribution toward the cause of debunking the postwar crime wave which so many fear will sweep this country. Much has been written of the terrible crime potential lying in our returned soldiers who have been trained to combat and killing. Dr. Jenkins renders aid to both veteran and civilian thinking when he flatly asserts that an increase in postwar crime will be created not by the returned soldier, but by the juvenile delinquent. This places the problem squarely in the laps of parents, educators and religious leaders. The time to combat this impending crime wave is right now, before it breaks and before it is too late. Much work is now being done, yet much remains undone. We must get on with the task.

Dr. Jenkins rightly states that the fighting men of this war have learned discipline as well as the art of killing. He shows little fear of any great crime wave caused from this source. The great majority of these men will bend their every energy toward assuming their places once more in society, in securing gainful employment and in rebuilding a world which will not again send forth their sons to endure the hardship to which this war has subjected both fighting men and most of the world's civilians.

The Chicago expert, however, writing in the yearbook of the National Probation Association, warns that the juvenile delinquent presents a real threat. The anti-social habits learned by

these adolescents and pre-adolescents in the atmosphere engendered in a nation at war, offers the prime menace. Dr. Jenkins rightfully points out that we may expect something of an increase in crime after the war, but that this will follow the experience of World War I, when it was the juvenile delinquent in large part rather than the returned veteran who created our troubles.

Social workers and judges of juvenile courts are in general agreement that the primary cause for the rise in juvenile delinquency lies in the wartime disruption of normal family life. Economic instability and mental insecurity adds numbers to this fold. The sooner general public support is accorded those now attempting to offset these disruptions, the more quickly those now working among youth will achieve their objective - the reduction of any possible postwar crime wave by controlling juvenile delinquency. Now!

CREDIT WHERE DUE

Watchman Steele's Alertness  
Enabled Police To Make Arrest

(The Hartford Courant)  
To the Editor of The Courant:  
Your news article headed, "Police Catch Pair with Stolen Safe" states: "While cruising through streets in the South End, Detectives Morris Feinberg and Thomas C. Barber became suspicious when they saw a truck parked opposite Montano Grocery Store at 471 Franklin Avenue about 12:30 am.

The fact is that Arthur H. Steele, a watchman for The

Kellogg & Bulkeley Co., and incidentally a veteran of World War I, knowing that a black panel-board truck was seen at the time of the recent A & P Store robbery just south of this plant, had his suspicions aroused when he observed, about 9:30 p.m. on the night of the Montano robbery, such a truck parked opposite the Montano store on Franklin Avenue. Exercising good intelligence, he called up the Detective Bureau, and informed them to that effect, whereupon they took over and, I am glad to say, did an excellent job from that point on.

It is evident from your news article that these men are pronounced criminals with a long series of crimes against them. It is equally evident that they would not have been apprehended at this time had it not been for the alertness of the said watchman, Arthur H. Steele.

We have been informed by a branch of the Government that Mr. Steele's action is very much appreciated and that he will be accorded recognition in due course.

RICHARD B. BULKELEY  
President, The Kellogg & Bulkeley Co.

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"IT COULD HAPPEN HERE?"

Billings, Mont. - (AP) - Police were questioning residents for a description of an assailant who left a man lying unconscious on a school ground.

One woman related she saw the attacker, but that she didn't call police because she "thought the station closed at 6 o'clock, like the stores do."

STOLEN CAR TOO SLOW,  
ABANDONED FOR ANOTHER

Suspect Says He Went Back  
by Subway to Get it

(Herald Tribune)

Roland Ham, twenty-five years old, of Albany, is discriminating when it comes to automobiles. He told police that he stole a car Friday, drove it a few miles and then left it to steal another that looked as if it might be faster. He was arraigned in Felony Court on two charges of grand larceny.

The stolen cars were the property of Tullio Fochi, of 87 Park Street, and Ralph Shohfi, of 345 West Fourth Street, both Clifton, N. J. According to Police, Ham took Mr. Fochi's car from the Park Street address and drove uptown, noticing in passing Mr. Shohfi's wagon parked at 584 Broadway. Ham drove the first car to 242nd Street and Broadway, police said, and abandoned it. He returned by subway to 584 Broadway and took the station wagon.

State troopers stopped him on a Westchester County parkway because the station wagon had commercial license plates and was not entitled to use the parkway. A check-up revealed that the car was stolen, and his arrest followed. Ham was held for the grand jury.

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WARTIME RACKETS

Swindlers have collected money from relatives after pretending to have loaned money to service men whose names appear in casualty lists.

WINS CONTEST

(Hartford Courant)

Parker Vetrano, speaking on "Tolerance," was awarded the first prize of \$10 in the James R. Tucker prize speaking contest in East Hartford High School Thursday morning. Second prize of \$5 went to Bradford Cole who spoke on "Connecticut State Police."

Other contestants were Robert Dunn, speaking on "The Ideals of Our Democracy," Wanda Nanni, speaking on "My Art Education," and Everett Hollis, speaking on "The Alcan Highway."

Dr. Henry K. Denlinger of West Hartford, formerly professor at the University of Connecticut, was the judge, and the awards were based on the manner the essays were delivered.

April 16, 1945

Mr. Bradford Cole  
East Hartford High School  
East Hartford, Connecticut

Dear Mr. Cole:

A recent newspaper item stated that your speech on "Connecticut State Police" won second prize of \$5.00 in the James R. Tucker prize speaking contest in the East Hartford High School.

Heartiest congratulations! With my compliments and best wishes, please accept this framed cover of the March 24th issue of THE SATURDAY EVENING POST.

Sincerely yours,

Edward J. Hickey  
COMMISSIONER OF STATE POLICE

EAST HARTFORD HIGH SCHOOL  
EAST HARTFORD, CONNECTICUT

April 17, 1945

Col. Edward J. Hickey  
Commissioner of State Police  
100 Washington Street  
Hartford, Connecticut

Dear Col. Hickey:

I received your letter and framed cover of the MARCH 24th issue of THE SATURDAY EVENING-POST this morning. I indeed was surprised and pleased. Thank you very much.

I honestly hope that I will be able to become a member of the Department of State Police which I admire so greatly. Connecticut has done a fine job. Surely, the Connecticut State Police is proud of us, the citizens of Connecticut; we are proud of them!

Sincerely yours,

Bradford E. Cole

YOUTH PROBLEM BEGINS AT HOME

(Waterbury American)

Out-dated schools, shortsighted churches, youth programs that do not build character, and communities which are indifferent to the needs of their young people are responsible for the thousands of kid gangs in the United States, according to Bradford Chambers, of the youth council bureau of the New York county district attorney's office. Mr. Chambers says police records show that these juvenile gangs are not confined to large cities, but exist in all kinds of communities, all over the country. New York City alone has 5,000 such groups,

preying on citizens by stealing, destroying property, promoting race riots, and assaulting people with such violence that death often results. Mr. Chambers says the problem can be solved by mothers banding together and organizing cooperative play centers under the direction of public spirited citizens.

We wonder about that. In the first place, in his summary of the deficiencies of the day, Mr. Chambers fails to enumerate the modern home as an institution responsible for contemporary youth. There is the core of all our woes. No church, school, or youth program can hope to succeed when parents neglect their duty.

Nevertheless Mr. Chambers seems to assume that the mothers and fathers of delinquent boys and girls are doing their share. He indicates that by appealing to the mothers to stir neighborhood cooperation for the care of youth. It sounds all backwards to us. In our opinion the burden of bringing up children rests squarely on the shoulders of the parents. If the home is all right, the odds are good that the children will be too.

#### WHO'S NEXT

(The Thompsonville Press)

The stark tragedy that accidental fire can bring is vividly revealed in a brief news report from a small West Coast community. According to the report, four little girls were trapped asleep in an upstairs bedroom while their parents were out. A neighbor saw flames licking the roof of the dwelling and turned in an alarm. The volunteer fire department arrived in two minutes but the fire had already cut off any chance of rescue.

The account went on to state that, "The fire was caused by a defective flue in the kitchen chimney. The bodies of two girls were found at the head of the stairs, where they had been overcome by smoke and fire; another body was under a bed, and the fourth girl collapsed on the bedroom floor. The body of the family dog was found in another bedroom."

This is typical of the fire tragedies that fire prevention authorities are doing their level best to teach the public how to avoid. In this case, a defective flue, a common hazard that could have been repaired quickly and cheaply, produced the fatal spark, shattering a family and the lives of four children. Tomorrow a defective wire, an oily rag, an overheated stove, a misplaced cigarette or one of countless other simple menaces will reach out to destroy another family, a hundred families. The columns of the press are filled with these "minor" items day after day.

Will your family be next?

#### WARTIME RACKETEERS

A swindler, posing as an Army officer, was arrested in another city. He admitted watching newspapers for names of men lost in action. In the middle of the night, he would telephone the parents, saying he had been with their son just before he was killed and had a message for them. Anxious parents didn't realize that the story about his car breaking down and his need for money to get to see them was just a "touch" and sent money without question. He had collected \$160 when arrested.

## With Cops 35 Years

Patrolman Salmon Has No Idea of Retiring; Recalls Old Days and Old Timers

*The Hartford Times*

Patrolman Richard J. Slamon, directing school traffic at Washington St. and New Britain Ave., squinted at the photographer's camera, cocked an eye at the reporter. "From The Times, you say? You remind your city editor I used to let him ride in the mail wagon when he was no older than that little fellow over on the sidewalk and I used to work for his father."

Mr. Slamon celebrated on Friday the 30th anniversary of his being made a regular in the police department, which was after five years' experience as a supernumerary.

"We had some good times, back in the early days," he reminisced today. "One time, Charlie Hallisey, the chief now, and Ed Hayes, he's been dead a long time, and John Dorsey, the father of Ed Dorsey that used to be a photographer for The Times, and I all had a farm in Wilson out at Station 8. We were all on the midnight shift, and decided we'd go in for potato raising. Well, sir, we raised 374 bushels of potatoes that summer. Sold for \$4 a bushel, the best ones. They called us the 'book farmers' at the station, and Hallisey was the 'professor'."

"Retire? Well, I guess not right away. I'm only 58, or will be in June, and I can work seven more years before they make me retire. I might think of it if I had some job where I wouldn't have to sit down, but I've been working and on my feet for so long I'd go crazy if I had to quit. I've had only three jobs in 58 years. The first one was driving a horse-drawn mail wagon for Mr. Farber, who had the government contract."

"I've seen a lot of rain and sunshine, walking a beat for all these years. Except for seven years when I drove the patrol wagon, I've been on the street all the time. I hope I never have to be cooped up inside. I'd miss the weather."



On duty today,  
Patrolman Slamon holds traffic for the school children.



# Meritorious Service Awards

VOX-COP

April 1945

Presentation of Meritorious Awards and Citations to Officer William A. Towne (right) and Officer Donald C. Frost (left) at Headquarters April 7, 1945.



Officer Frost received Departmental Citation and Emblem for Meritorious Service for quick thinking, excellent judgment, and prompt action which resulted in the apprehension of a Massachusetts murderer and a New York parole violator (Case B-303-Y).

Officer Towne received Departmental Citation and Emblem for Meritorious Service for prompt action, good judgment, and absolute fearlessness which may have saved four persons from burning to death and which did save a great deal of livestock, several farm buildings, and much valuable farm equipment (Case L-385-Y).

# COMMEMORATIONS

VOX-COP

PAGE I

APRIL 1945

RECOGNIZING EFFICIENT POLICE SERVICE, VOX-COP DEEMS THE FOLLOWING-NAMED CASES WORTHY OF MENTION AND COMPLIMENTS THE POLICE OFFICERS CONCERNED FOR THEIR INITIATIVE, PERSEVERANCE, AND FORTITUDE.

A Massachusetts-registered automobile reported stolen in Everett, Massachusetts on March 24, 1945, at 2:18 A.M., was recovered in the possession of the thief in New Haven, Connecticut, at 2:37 A.M. March 25, 1945.

Officer Clayton Gaiser, of the Hartford Barracks, while waiting on Route #5 in Meriden to pick up an escort, was standing by with a Meriden police officer and overheard the Meriden police radio broadcast to their cars that the reported Massachusetts stolen car had ordered some gas from a nearby supply station, bolted away quickly to evade payment, and was headed towards New Haven.

Officer Gaiser immediately called the Hartford Barracks and reported the incident and the registration of the Massachusetts car. Officer Joseph McAuliffe, on duty at the Hartford Barracks, promptly informed Officer Gaiser that the registration was that of a stolen car, and in turn Officer McAuliffe notified State Police Headquarters at Hartford and a general broadcast was sent out immediately by radio and teletype at 2:18 A.M. At 2:37 A.M. members of the New Haven Police Department, acting on this information, placed three of their cars

on State Street in that city and observed the passing stolen car. They gave chase, overtook it, and apprehended the thief.

Officer William Braithwaite, of the Hartford Barracks, was assigned to investigate property damage to the east end of the Charter Oak Parkway, which is an approach to the Charter Oak Bridge over the Connecticut River.

Investigating at the scene, Officer Braithwaite picked up bolts, a metal strip and some grille work left by the car responsible for the damage. An hour later, Officer Braithwaite happened to learn that a resident of Coventry had been arrested by a police officer in Manchester for operating a motor vehicle under the influence of liquor and that his car was considerably damaged. Proceeding to the Manchester Police Station, Officer Braithwaite, with the permission of the Manchester Police Department, examined the Coventry car and found that the metal parts which he had obtained at the scene of the accident on the Charter Oak Parkway fitted the Coventry car. Particles of wood

# COMMENDATIONS

VOX-COP

PAGE 2

APRIL 1945

taken from this car also matched the highway fence that had been damaged on the Charter Oak Parkway. The accused denied the property damage but upon being confronted with the material evidence, he subsequently admitted his guilt.

At 7:00 A.M. on March 8, 1945, complaint was received at the Hartford Barracks that a semi-trailer van, without tractor, was parked on the Berlin cutoff and afire. A constable of the town reported the fire, and state police officers responded for the purpose of guarding the truck and its contents.

On March 22, 1945, the case was reassigned to Officer Roy Paige, of the Hartford Barracks, when complaint was made by the Prosecuting Attorney of the town that there were persistent rumors to the effect that a considerable amount of cargo on this truck had been stolen before the arrival of the State Police officers.

Assisted by Officer Harry Ritchie, also of the Hartford Barracks, Officer Paige began to trace the rumors that had been reported to the prosecutor and directed his investigation to the three local volunteer fire agencies that had responded to the fire. For a number of days he interviewed the firemen in groups and singly, and his efforts were rewarded by a number of firemen turning in the stolen property to their respective fire chiefs. Pursuing the inquiry, Officers Paige and Ritchie obtained evidence which caused the arrest of

a number of firemen and two constables. The thoroughness of the investigation brought pleas of nolo contendere from all concerned when they were presented before the local court for disposition.

Officer Thomas Leonard, of the Bethany Barracks, detailed to assist local police of Wallingford in the investigation of a breaking, entering and theft in and from a local restaurant, received information from Capt. Frank Higgins, of the Meriden Police Department, that prompted him to conduct an extensive inquiry into the activities of a Meriden resident.

Painstakingly pursuing the information, with the assistance of the local police, Officer Leonard succeeded in tracing some of the loot to the suspect. Questioning of the suspect disclosed little or no information except that he mentioned, on one or more occasions during the interview, the first name of an individual who later proved to be one of his accomplices.

On checking several individuals who had similar first names, Officer Leonard finally centered on one, and when confronted with certain evidence this man admitted his part in the affair and gave additional information which subsequently solved a series of crimes of a similar nature that had occurred in Derby, Naugatuck, Meriden, Berlin, Haddam, Killingworth, Wallingford and New Haven.

# 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

APRIL 1945

San Francisco, Calif.  
11 March 1945  
1300

Dear Commissioner:

Just a few lines from old #79 to let you know that all of you at C. S. P. are still in my thoughts.

At the present time my home base is a port (it must remain unnamed) in New Guinea. We are at the present operating out of here on island runs. So you see since my last letter I have travelled a little.

Our trip here was uneventful and accomplished in the finest sailing weather that could be imagined. The Pacific was truly peaceful after we were a few days out of Hawaii. Before reaching that so called garden spot of the Pacific we had encountered a little rough weather that made standing difficult and sleeping almost impossible. Altogether the trip was calm and no one could possibly complain about the treatment mother nature gave us. For the first three days out of Hawaii we had quite a swell rolling and once again it was unpleasant for some of the boys. After that it flattened out and the sea was as calm as the proverbial mill pond and everybody was happy again.

We have seen a little of the southwest pacific and some of the islands in it. Some of them were as follows: Funafutti of the Ellice group, Palmyra, New Britain (now I wish that were Con-

necticut) New Georgia group, the Solomons, etc. I wouldn't trade one teaspoon of good old Connecticut dirt for the whole damn lot. Most of these smaller islands are just bits of corral that have jugged out of the sea and finally gathered a little, and I do mean little, vegetation. They may be from 100 to 700 yds. wide and a few miles long. There is nothing of interest on any of them and I certainly haven't lost anything on any of them that would make me want to go back to them. The larger islands are of a different type and are, I have been told, of volcanic origin. These are mountainous and densely covered with cocoanut palms and heavy steaming jungle undergrowth. Am I glad that I am not a foot soldier and have to work my way through that stuff.

At the present time we are tied up to a makeshift dock in a harbor where the water is as clear as crystal. You can see the bottom even though it is 40 to 80 feet deep. Millions of tropical fish can be seen swimming around under you and as yet I have been unable to catch any. They swim past your bait and flip it with their tail but do not bite. They seem to be absolutely harmless to any kind of bait. Every once in a while we see some huge shark swimming around and that sort of discourages any ideas we may have had of swimming in this beautiful water. Stingarees are also plentiful and they also keep us out of the water. Squid go floating by looking like

an umbrella that has blown inside out in a windstorm. And also there are all sorts of these tiny tropical fish that one sees in a home aquarium.

While in Hawaii I missed seeing Ziegler by one island. I was on the island of Oahu and he on the island of Kauai. It sure would have been good to see him again.

Well, Commissioner, I guess that I will sign off for the present time, give my regards to all CSP and especially to Sta. D where I used to sign off a D-14 with a signal 15.

Sincerely,

Jim Dick

France  
February 23, 1945

Dear Commissioner:

Received my first overseas copy of Vox Cop today and enjoyed reading it very much.

Sincerely hope that this letter finds you and the Department above par. I am feeling fine but miss the Department and Uncle Sam more than ever.

I've been through a few large cities here, such as Marseille, Dijon and a few others and can't begin to tell or describe the amount of devastation done by plane bombings.

Due to army censors I can't tell you exactly where I am or what I'm doing but I can say, however, that I'm attached to the Seventh Army and in combat fighting.

The three years of French I studied in High School certainly comes in handy here and I use it to my advantage every opportunity I get.

Now that I'm in Europe I'm looking forward to the occupation of Germany and intend to take a deep interest in police work here (military and civilian). I do believe it's an education in itself and I will always try my utmost to act as a Connecticut trooper.

I remain.

Sincerely yours,

Vin Brescia

Dear Commissioner:

I suppose that this letter may be catalogued as being entirely on the unconventional side and apropos to nothing, inasmuch as it is referring to my career in the U. S. Navy. Incidentally, while I am on the subject, allow me to state here and now that it is a wonderful feeling to be "back on the job" and to be once more on good old U.S.A. soil.

As you may remember, I started that momentous career of mine on November 2, 1942, when I held up my right hand at the Recruiting Station at New Haven and swore to uphold the Constitution of the United States against all of our enemies. After that little ceremony I ceased to be a personality and became a small cog in a vast enterprise. Waiting is one of the things you always do in the Service and after "waiting" around the Recruiting Station, for about three hours or more, I was finally given my orders. In accordance with these orders, I duly reported to the U. S. Navy Section Base at Thompkinsville, Staten Island, N.Y. with a commission as Seaman 1/c tucked away in my little pocket. Inasmuch as

I had reenlisted I did not have to go through the so-called "boot-training" but believe me I sure received a thorough "work-out." The Section Base proved to be a series of former municipal piers with a barbed wire fence around them which I suppose was there to keep the sailors from getting out. There were all types of vessels there, mostly convoy patrol craft but low and behold, after I had been given my "gear" (clothing, etc.) I was assigned to a very important task. In fact, I know that it had a very important bearing on the outcome of this war. I was handed a very warlike weapon which had a long handle, the business end of which is commonly called a broom and together with three other hopefuls, (under sealed orders) began to sweep one of these 1000 feet long piers (clean sweepdown, fore and aft). It is amazing the amount of dust that accumulates on one of these piers but we finally completed that momentous task and this time, our beloved Bosun (Boatswain) decided that the location of about ten ton of soft coal was not to his liking, so he entrusted us with the important job of moving it from one side of the pier to the other. We obeyed blindly and trustingly and he endeared himself to us from the start. As you may remember, I was somewhat on the fashionable stout side when I first enlisted but without dieting, let me tell you that the excess became as dust in the breeze. These rather important duties lasted for about two months and during that time, it was decided by the Medical part of the outfit, that they would like to play the dart game, with us as the targets and our arms were shot full of holes in no time at all. This, of

course, was of great assistance to us in our work. (Our arms became as lead and I guess we all blessed Hitler together with all his cohorts).

Then came the dawn, and it was discovered that I had been a member of the State Police, and I was assigned as a "Brig Guard" - guarding prisoner working parties, which was a little better as far as the physical work was concerned. Of course, all this time, I discovered somewhat to my chagrin, that the laundries had ceased to operate altogether and so in my spare time, I laundered and I laundered. Inasmuch as there were all honest people there, a guard was assigned to watch the various unmentionables while drying. This proved a great success, as he had his choice of most anything he might need. I was next, much to my surprise called to the C.O.'s office where I was assigned to the Shore Patrol and given a 2/c petty officer rating, which is equivalent to a Staff Sergeant in the Army and I was transferred to Pier 92, North River to the U. S. Naval Receiving Station to await further orders. While there I did Shore Patrol work in N.Y. City but did not particularly care for it. Nothing particularly eventful occurred there and one fine sunshiny day I received orders to pack my "gear" for overseas duty. Between the time I had packed the gear and the time I left the pier, exactly one hour and a half had elapsed. So I had plenty of time as you may readily see to say all of my goodbyes, etc. As there seemed to be a dearth of taxis in N. Y. City, we (about 60 of us) were loaded, together with our scabags and hammocks, on a large open truck and believe me, you could never fall down in it. After an

hours ride, somewhat in the fashion of cattle on their way to a slaughter house, we arrived at our destination and we looked upon our future home with some misgivings. It was a large cargo-transport and after we were "mustered" on the pier to see if any part of us was missing after that ride, we marched up the gangway and embarked upon the Great Adventure. We were assigned "bunks" and I was lucky enough to draw one above decks, sort of on the first class passenger side. The "bunks" or "sacks" as we call them, were three high and I was assigned the "sack" in the center. And it didn't cost us a nickel either, being part of the money left over from the WPA or something. My sack was on the port side and we were given life-jackets and the instructions were to wear them even while sleeping and under no circumstances must we completely undress. (I had forgotten my pajamas but war is Hell anyway). These instructions of course, made us all feel completely at ease. Then about an hour later, about three hundred more men were marched to this transport and they also went through the same procedure. This made everybody very comfortable and we were beginning to feel just a little hungry. Chow call came at last and we filed down into the bowels of this vessel to the galley and the food tasted surprisingly good, as just about that time, we would have eaten the transport. Still with the life jackets on, the usual crap games commenced in out of the way places and we settled down to life aboard ship. The usual sweepdown and swab down tactics were resumed and that ship was certainly cleaned both fore and aft in surprisingly little time.

Naturally, all sorts of conjectures were being made as to where we were bound for but nobody had the right answers as I think even the Captain was unaware of its destination until he opened his orders and joined the convoy. We were awakened at about five o'clock the following morning, which was a Sunday by all the sounds attendant on the moving of a large transport and headed out to sea. The sun was up and so were we, in no time at all, due to the Bosun's pipe over the loudspeaker system. We were given the usual precautionary orders about smoking on decks and as to displaying any lights. At that time, I was called to the bridge, where I was given charge of what is called the Security Watch, about 39 men comprising my particular watch. These men are stationed all over the ship both on deck and below and those on deck particularly watch for submarines or other enemy activity. This made things interesting because I had to be awake practically all hours of the night and day to make sure none of these bozoes fell asleep. You may be assured that I performed these duties satisfactorily and so did the men as we had no desire to go swimming at this time. It was eerie at night when every dark shape or bits of flotsam took the shape of a submarine in our imagination but all were duly reported and investigated. Of course, we knew that the sound and radar equipment was doing its job too. Anyhow about the first day out, we had "general quarters" and every one had to report on the "double" to their battle stations but we decided it must be a practice drill as nothing seemed to stop the convoy. There were several huge tankers wallowing aft of our ship and we had to

reduce our speed so that they could keep up with us. Nothing eventful occurred until we reached what is known as "Torpedo Junction" which is, we were informed, the graveyard of numerous ships sunk by the "Superman." This news, of course, made us all feel particularly lighthearted (or lightheaded) and gay and of course, the rolling of the ship had a peculiarly depressing effect on some of the boys, which made it very simple at chow time to obtain all I wanted to eat. Then about three o'clock in the morning, "general quarters" were sounded and we could hear depth bombs being dropped here and there seemingly at random but there was a pattern to it as we later discovered. The convoy kept wallowing in heavy seas slowly ahead and we stood at our battle stations waiting for God knows what to happen and believe me, most of us were silently and audibly praying that we would get through all right. Some jokester tried to sell his "gear" to the rest of us and the tension was somewhat broken. The American sense of humor is really a saving grace to all of our boys. But to continue the story, we did not lose any of our convoy at this time. About two days later, one of our Destroyer escorts signalled that there was one of the crew aboard with a case of acute appendicitis and the Captain of our transport accepted the responsibility and layed to while a small boat was launched from the Destroyer with the patient aboard. And what a trip that small boat had as there were mountainous seas at the time but I have never witnessed a more astounding feat of seamanship than was exhibited by the coxswain of that boat. The patient was hauled over the side and no

one injured and he was soon after operated upon at sea and recovered to talk about it. Soon after 10 days had elapsed, we sighted land, which turned out to be the snowcovered mountains or I should say volcanoes of Iceland. It sure had in one sense of the word, a depressing effect on most of the boys. But we were astounded to find that the place where we docked, didn't have any snow but was covered with mud and it was misting at the time which didn't improve our opinion of the place. Trucks were there to carry us to the U. S. Naval Operating Base, which had been named Camp Knox after our late Secretary of the Navy. Well, sir, we arrived at the Base and took a look of our surroundings and observed the "huts" we were to live in, known as Quonset huts made of galvanized iron, and most of them were sandbagged at the base of same. We found to our surprise that they were heated by oil stoves with a barrel tank outside. And was there mud - real slimy mud. The entire island is covered with lava rock from the former eruptions of the 100 volcanoes which make up the Island. Vegetation is scarce as hen's teeth and a tree was a wonder of the world. The first night we were there, an air raid alarm sounded and we were assigned to battle stations once more but learned later that of the two planes which endeavored to fly over the island, nothing more remained, due to the expert marksmanship of our U. S. Army Anti-aircraft units stationed there. After that, alarms were periodic and the last time any serious damage was done, was on the east coast during February of 1944 when a large allied tanker was bombed in the harbor and sunk. While at this station, my rating



was changed and I was assigned to the Supply Division and that proved to be far from monotonous. Supplying the vessels of the Atlantic Fleet was a tremendous task and sometimes we were forced to work night and day handling provisions and all the hundred and one things a ship needs. During this time the weather changed as often as the proverbial "woman's mind" with 30 knot gales howling about these huts and sometimes it was Providence that kept those huts together. With the gales would come snow, sleet and rain, all blown horizontal by the terrific winds.

When supplies, much needed, would arrive from the States, it meant hours of back breaking labor storing it away for future use. Here I must pause to take my hat off to the men known as SeaBees. They were responsible for the construction of one of the largest airports in the world, through which many of our wounded are now being evacuated and through it all, they maintained a high spirit of morale seldom seen anywhere. It was a pleasure to work with them. Men and boys from all walks of life were here and it makes one stop and think what a great Nation we belong to and with it goes a feeling of pride in being a small part of that Nation. But to digress a moment, I remember, this past winter, during a gale and snow storm, when the fuel oil became thickened through cold, and we solved the problem of maintaining a continuous flow of oil by wrapping old socks and newspapers and in fact anything available around the little pipes leading on the outside from the fuel barrel. If you could have seen me and another fellow out there, with that wind stinging our faces with snow trying to

wrap those pipes, I know you would have laughed.

Then came that momentous day when I was told that I was going HOME. And to FLY HOME at that. Think of it. It didn't take me long to pack my "gear" that day and I bid goodbye to my shipmates and started by truck to the airport 40 miles away. There was a chief with me and when we reached the airport, after going through all the necessary procedure of weighing in, that same night at about 7:15 P.M. we boarded a large four motored C-54 and took off for the long flight home. We hardly knew we were off the earth, so gently did that big bird take off. We were told that we were 10,000 feet above the ocean and flying at about 200 miles per hour. It was sure smooth riding and we came down only once for a stopover of an hour at Labrador. Our next stop was Presque Isle, Maine where we stayed all day resting and at about 4:40 P.M. we boarded a train for Boston and arrived at Boston, on Friday, A.M., March 23rd. There I reported to the U. S. Naval Receiving Station and went through the physical examinations and other procedure incident to discharge and on Saturday morning, March 24, 1945, I was honorably discharged from the U. S. Navy.

That in brief, is the story covering over two years of enlistment and something that I shall never forget. It makes me and others like me appreciate what a great Nation we are part of and leaves us all in hopes that it was not in vain. It is good to be home and on the job again as 2-A.

Sgt. G. H. Ferris  
Station "A"  
Ridgefield

*U. S. SUBMARINE BASE  
NEW LONDON, CONNECTICUT*



**LUNCHEON**

*In Honor of  
The Connecticut State Police*

★ ★ ★

**Captain H. H. McLean**  
Commanding Officer

**Captain F. A. Smith**  
Executive Officer

**Captain F. B. Warder**  
Officer in Charge of Submarine School

**Captain (MC) C. W. Shilling**  
Officer in Charge of Medical Research Department

★ ★ ★

Thursday, 5 April 1945

**THE CONNECTICUT STATE POLICE**

**Colonel E. A. Hickey**  
State Commissioner of Police

**Captain John C. Kelly**  
Connecticut State Police

**Captain L. F. Carroll**  
Connecticut State Police

**Captain William Schatzman**  
Connecticut State Police

**Lieutenant W. E. MacKenzie**  
Connecticut State Police

**Host to State Police Officials**

Capt. H. H. McLean, commanding officer of the Submarine Base, was host to ranking officials of the state police department yesterday. The police officials were Commissioner Edward J. Hickey; Capt. John C. Kelly, head of the special service division; Capt. Leo F. Carroll, head of the Eastern division, and Capt. William F. Schatzman, head of the Western division, and Lieut. William E. MacKenzie of the Groton barracks.

Assisting Captain McLean in greeting and entertaining the guests were Capt. F. B. Warder and Capt. Charles W. Shilling, and other members of the commanding officer's staff.

Luncheon was served at Captain McLean's quarters, after which the group spent some time in a discussion of mutual problems and the formation of a program for collaboration between naval officials and the state police in handling cases of law violations involving naval personnel. An inspection of the Base brought the visit of the police officials to a close.

*M E N U*

FRUIT COCKTAIL

CHICKEN CURRY

STEAMED RICE

FRIED ONION RINGS

CHUTNEY

ASSORTED CONDIMENTS

PARKER HOUSE ROLLS

LEMON MERINGUE PIE

COFFEE

# Captain H. H. McLean

Commanding Officer

U. S. Submarine Base New London



Official U. S. Naval Photograph



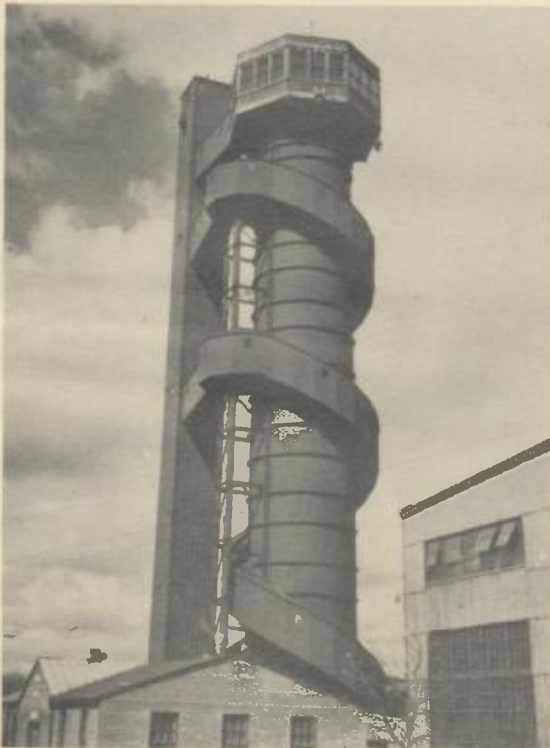
## Official U. S. Naval Photograph



LOOK AT THIS—The grins of these U. S. sailors, back in port after a long submarine voyage in the Pacific, tell better than words the effect of newsy letters from home.

Official U. S. Naval Photograph

Official U. S. Naval Photograph

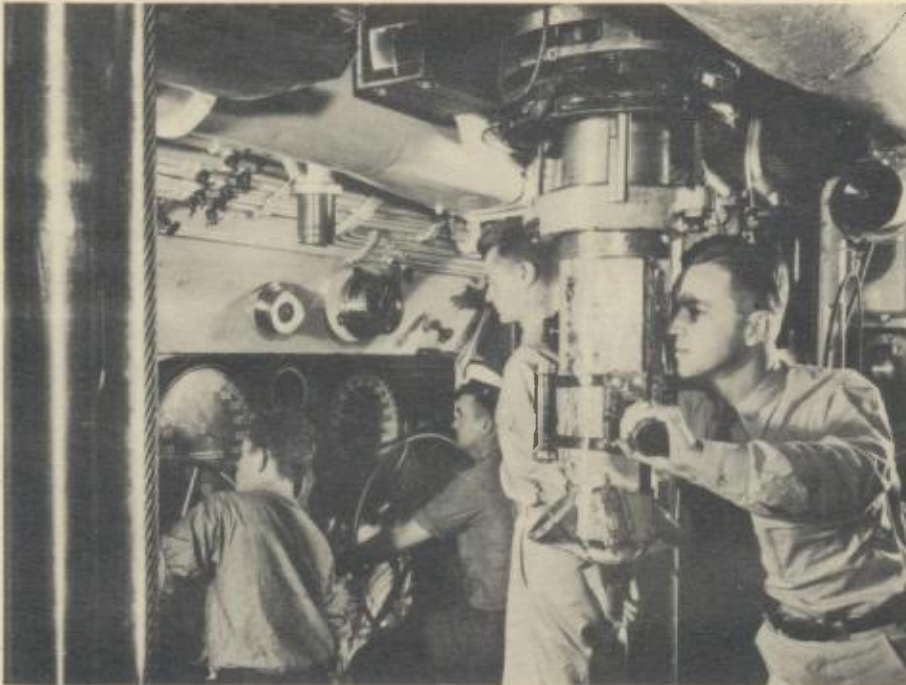


ESCAPE—The escape tower. Every recruit to the Submarine Service must qualify in underwater escape technique before his other training begins.



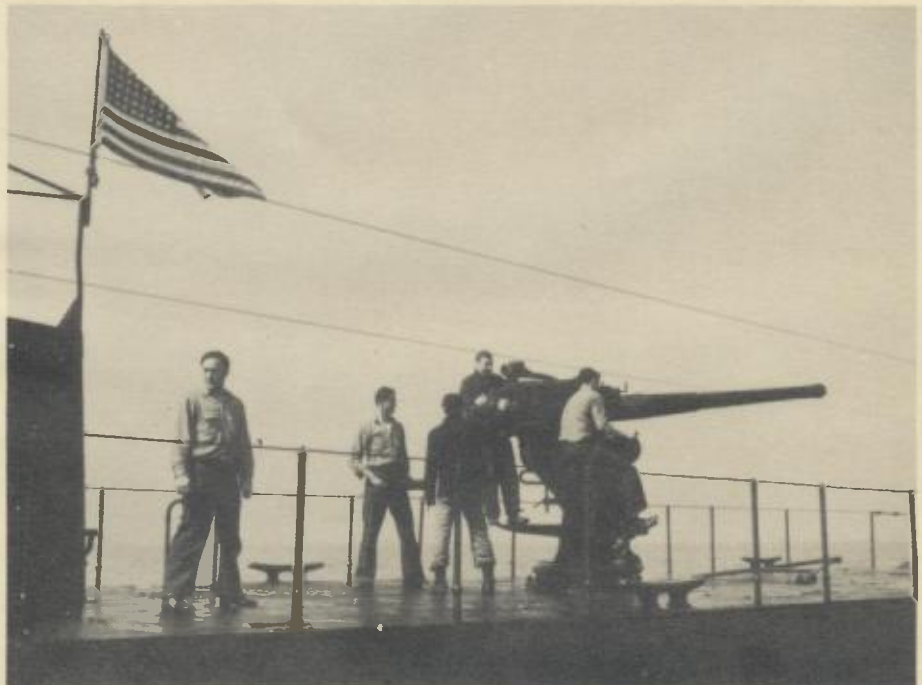
ESCAPE—Diving bell from which escape is first made at 12 ft. depth. Instructor adjusts escape device before bell is lowered.

Official U. S. Naval Photograph



UNCLE SAM'S UNDERSEA RAIDERS—The deadly eye of a submarine scans the horizon for a target . . . commanding officer at the lens.

Official U. S. Naval Photograph



LIFE ABOARD A U. S. NAVY SUBMARINE—As the sub moves along on the surface, crew members ready the deck gun for action.

# STYLES IN CRIME

VOX-COP

PAGE I

APRIL 1945

## ROBBERY SUSPECT'S WOODEN LEG YIELDS CACHE OF STOLEN JEWELRY

(Herald Tribune)

A nineteen-year-old unemployed shipping clerk with a wooden leg was held on the charge of rape under bail of \$7,500 to await grand jury action, after a hearing before Magistrate Harry G. Andrews in Felony Court.

John Cieslak, of 718 East Fifth Street, was arrested by Patrolman Arthur Wingquist a few minutes after a married woman was robbed and attacked in her seventh-floor apartment in East Fiftieth Street.

The youth, according to the patrolman, seemed much excited and was acting queerly when he passed his station at Fiftieth Street and Third Avenue. Questioned by Detectives Arnold Kelley and Frank Farrell at the Fifty-first Street station, Cieslak denied all knowledge of the robbery and rape, which had just been reported.

While detectives questioned Cieslak the woman reported that she was attacked by two youths when she started to leave her apartment. She was forced back into the room. One of the youths stood over her with a knife as the other found a diamond ring valued at \$1,200, a wedding ring valued at \$150, a third ring valued at less than \$100 and a watch. She was then attacked by both men, after which they fled, she said.

The detectives, continuing to question Cieslak, ordered him to

undress. It was then discovered that he had an artificial leg.

"There were some vent holes in this leg, about the size of a quarter," said Detective Kelley. "We removed the leg, it was hollow inside. We found the jewelry in there, along with a lot of dust and accumulated junk.

Cieslak's companion has not been found.

## LIGHT-FINGERED JOB: 10 WHEEL TRAILER STOLEN

Taken, With \$1,000 Tires,  
From Under Owner's Nose;  
Even Plane Can't Find It

(Herald Tribune)

Hammonton, N.J., April 11. - Dominick Machise's big green ten-wheel tractor and trailer with its 4,000-gallon oil tank ordinarily is about the most conspicuous thing in this town, but whoever filched it right from under Mr. Machise's nose this morning has hidden it so cleverly the earth might have opened up and swallowed it.

This afternoon Police Recorder Samuel Abba took Mr. Machise up in the Abba airplane and the two men flew over most of the state of New Jersey without finding a trace of the giant jalopy. Now all barracks of the State Police have been turned out on a tractor hunt.

Mr. Machise, who is a brother of Mayor John Machise of Hammonton, has a fleet of ten trucks and trailers, and this bore the

number "13." The tractor is a huge vehicle with oversize wheels, the trailer a six-wheel job. The tires are worth about \$1,000 - which probably supplied the motive for the theft. Painted in large letters around the tank is the name, Machise Express and Petroleum Company.

Mr. Machise heard somebody drive the juggernaut out of the yard at Railroad and Somerby Streets, early today. He supposed it was one of its own drivers.

The oil tank was empty, but the tractor contained about 110 gallons of gasoline, which its owner figured was enough to keep it going most of the day.

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MAN WHO KILLED ILL WIFE  
TOLD POLICE SHE WAS SUICIDE

(Herald Tribune)

White Plains, N.Y. - Richard Holden, fifty-nine-year-old landscape gardener, pleaded guilty to first-degree manslaughter in the death of his sixty-year-old invalid wife.

Holden told police he had come home and found his wife with her throat slashed. She had been an invalid for many years, and police were willing to accept the theory of suicide, but could not find the weapon. After questioning, Holden admitted he had killed his wife with a razor blade.

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WARTIME RACKETS

When you fail to find scarce items in reliable stores and are overjoyed to buy them at another shop, you may learn too late that they are secondhand, reconditioned, or rebuilt. Some merchants have been "careless" about telling patrons or labelling the merchandise.

'YOU BURY THE BODY,' SAYS NOTE;  
'I'M KEEPING HEAD'

Paris - (UP) - A trapper recently found the nude, headless body of a young woman in a woods near Paris. A note beside the body read: "You bury the body. I'm keeping the head."

The unsigned note, was crushed in a soft white glove.

"Do not waste any pity on this woman, who during the five years I spent in a concentration camp behaved herself badly and was gratifyingly kind to Germans," the note said. "I tried in vain to lead her in the right way; I am not a criminal but a dispenser of justice. I am rid of her. You bury the body. I'm keeping the head."

"If it is necessary to put a name on the tombstone just write Madeline, born 1911 - nothing else."

---

POLISH PRISONER TALKS  
HIS ESCORT INTO JAIL

London - (UP) - Temptation proved too great for a Polish naval offender recently on his way to prison in Scotland with another Pole as escort.

The prisoner could speak English, but, curiously, his escort could not.

Breaking their journey in London, the escort ordered the prisoner to ask the police for lodgings for the night. Calmly the English-speaking Pole described himself as the escort, asking the police to look after his "prisoner" for a while. So the genuine escort was detained despite his violent but unintelligible protests, while the sailor walked out to freedom.

The prisoner got well away before the ruse was discovered.

# The Lost is Found by State Police

VOX.COP

Page 1

April 1945

THE HARTFORD COURANT MAGAZINE

By THOMAS F. MARKS, Jr.

**B**ESIDES being able to bake cherry pies, preach sermons in church and capture desperate criminals, the Connecticut State Police are adept at locating articles lost from trucks on state highways, articles such as household furniture, heavy machines and bales of wool.

Right now, for example, State Police personnel are on the trail of three maple tables, one inner-spring mattress and a full-size maple bed, which were lost recently from a truck traveling along a state road near Norwich.

While State Police in the Norwich area hunt for those pieces of household necessities, other members of the force are seeking several bundles of 10-foot-long brass rods lost outside New Haven and two new linoleum rugs reported missing near the Connecticut-Rhode Island state line from trucks passing through those areas.

**ALTHOUGH** some few things fall from passenger cars, most of the articles drop from heavy trucks, whose drivers continue blithely onward to their destinations, unaware that perhaps stoves, rolls of roofing paper or bags of bolts have bounced off the vehicles. Some of the trucks from which cargo is lost in Connecticut may be running on long-distance trips, covering hundreds or thousands of miles with drivers discovering their losses many days after they have passed through this state.

State Police Lieutenant Walter J. Boas, who has charge of the department's highly efficient lost-and-found division, says that "bales and boxes of things" are the items most commonly lost from trucks or automobiles in Connecticut.

A-card drivers whose automobiles have thin-skinned tires may be interested to know that State Police find many tires every month on roads throughout the state. Unfortunately for the A-card holders, however, most of these found tires are truck tires, much too large for ordinary automobiles.

**THE** State Police Department's lost-and-found division is only one of many departmental functions directed by Lieutenant Boas in his capacity as communications officer in charge of the



Teletype and radio equipment in the department's communications division at Hartford headquarters controls police teletype system of the state and the eleven frequency modulated radio stations of the State Police Department. Officer Frank R. Foley is shown at the radio control desk and Mrs. Grace McCann and Mrs. Katherine Allen at the teletype switchboard.

department's modern inter-state and intra-state telephone, radio and teletype systems. Working with the speed of light (scientists agree that light and electricity each travel approximately 186,000 miles per second), all three systems often operate simultaneously at State Police Headquarters here on Washington Street to check on lost or found property.

Usually by teletype, but sometimes by radio or telephone, messages about articles lost or found on Connecticut highways are sent to police agencies in this and surrounding states to check their records concerning such reports. Answers to these messages from the other agencies, which include both state and local police, are recorded by Connecticut State Police, who place the answers in files pertaining to the articles.

City police of Greenwich recently reported to all police departments in the teletype system that a heavy industrial machine, with a large electric motor attached to it, had been found on U.S. Route 1 in that city. While a derrick was lifting the machine to a police truck for transportation to Greenwich Police Headquarters, police of the state began working on the case by means of radio, telephone and teletype in cooperation with Greenwich officials.

Greenwich police succeeded in locating the owner of the machine before State Police replies were completed, and the war-vital machine was speeded on its way once again.

Just about that same time, several pieces of furniture and two tires were lost from a truck running between Hartford and Stafford Springs and two new upholstered living-room chairs and a tire dropped off another truck somewhere between Norfolk, Conn., and Sheffield, Mass. Although those particular tires and pieces of furniture have not been reported so far as having been recovered, most articles lost from cars or trucks in Connecticut eventually are returned to their owners through the State Police Department's lost-and-found division.

(continued)



**A**MONG things found this year on Connecticut highways were two machine castings in Canaan, five rolls of roofing paper in Stamford, a bale of wool in New Hartford, six large bales of waste paper in Columbia and a burlap bag full of unfinished bolts in Greenwich. All these and tires and license plates and bales and boxes and hub caps, too, have been found in practically every one of the state's 169 communities.

Here is an outline of just about what would be done by State Police if an article, perhaps a kitchen stove, were reported to them or to a local police force as having been found on a public road:

Notice of the find, giving as complete description as possible, would be telephoned, teletyped or radioed to State Police Headquarters, where Lieutenant Boas or some other member of the lost-and-found division would begin checking on the article. This checking would include searching through the files, which have many cross-references, for reports of any stoves that had been reported lost in Connecticut.

As in the case of many other kinds of property found on the highway, the stove would be checked as to manufacturer's name, model, serial number, style, weight, color, identifying marks and general condition. The combined information on the stove would be checked with whatever information State Police might have on file in connection with other lost or found kitchen stoves and then would be relayed to other state and local police organizations for further checking.

Contacts with other police agencies by Connecticut State Police are made as quickly for lost and found articles as they are for saving lives or apprehending criminals. At State Police Headquarters here, the entire personnel of the communications division, including 11 girls employed as civilian workers, must be licensed radio operators before being allowed to handle any of the apparatus without direct supervision.

According to Lieutenant Boas, the girl employees require an average of three months in which to learn to operate teletype machines and telephone switchboards in a manner satisfactory to the department. Regular State Policemen, if assigned to the communications division, also spend an average of three months before becoming proficient at operating the lost-and-found file system.

As an example of the speed with which the entire communications division can operate, Lieutenant Boas says that Connecticut State Police can contact California State Police in approximately 40 seconds. Speed like this make it possible for Connecticut authorities to make complete checks on lost or found articles and locate the owners or custodians within a matter of a few minutes, even though these latter persons may be many miles away from where the articles originally were reported as being lost or found.

The Connecticut State Police communications division is connected directly with 40 other states. Suspicious of an automobile ahead of him on the Merritt Parkway, with Indiana license plates on it, a cruising Connecticut State Policeman could learn within one minute, by radio contact with State Police Headquarters here, if that particular marker number were wanted by police anywhere in this country.

Present war restrictions forbid the release of certain items of information about Connecticut's State Police communications systems, but it can be revealed that the division at headquarters has 13 teletype machines, with direct lines to several surrounding states. By means of the New York connection, Connecticut police forces are supplied almost direct teletype service to every state having teletype facilities.

**T**O prove that teletype is as snappy as a zoot suit, Lieutenant Boas or one of the girl employees in the communications division can begin a teletype conversation with Rhode Island State Police in four seconds or relay a short message to and from New Hampshire State Police in 35 seconds. The lieutenant states that the radio and teletype sets at Headquarters can blanket the entire State of Connecticut with an alarm in exactly the time required to read the alarm.

Human beings, especially children, often are similar to watches, jewelry and money in that they become lost. In such cases, if notified, Connecticut State Police turn the problems over to the department's Missing Persons Bureau and Bureau of Identification, which in turn consult the communications division. Cooperating, the three divisions of the State Police Department have an excellent record for returning the lost ones to their loved ones.

**S**TATE Police Commissioner Edward J. Hickey, commenting on the department's lost-and-found division, says that the division is dependent to a large measure on reports from state and local police, public highway shippers and carriers and "those gentlemen, the truck drivers." The State Police official emphasizes that the services of the lost-and-found division are maintained for the benefit of all police agencies, for trucking concerns and for the general public.

The efficiency of any police department lacking a teletype system is marred by its being forced

(continued)



Telephone switchboards, recently installed for all department lines at Hartford, provide constant service to the public. The Misses Helen and Clairann Noonan, sister operators, are fully informed of the multitudinous services of the various department offices and divisions.

to use the slower methods of mail and telephone in contacting other police agencies, Commissioner Hickey believes. He points out, however, that police departments having teletype systems cooperate to aid both their own agencies and departments without such systems.

Police throughout Connecticut enjoy the 100 per cent cooperation of truck drivers in the reporting of lost or found articles on the state's highways, Commissioner Hickey says. In addition to reporting such losses or finds to nearest police agencies, truck drivers often go out of their way to deliver to police valuable articles found on the roads.

That Commissioner Hickey is well known throughout the nation was demonstrated recently when a California State Police official said to a Connecticut State Police official visiting in the state that Hollywood made famous: "Give our regards to Ed Hickey. We have been

hearing a lot about him out here."

Once again, let's get back to the highways:

Suppose you found something of value that had fallen from a truck.

If it were light enough and if you were strong enough and if nobody were looking, would you take that something into your protective custody? And would you try to find the rightful, lawful owner of that something, even if that something were only a carton of cigarettes, a pair of nylon stockings, (just the size that you could use) or a full fifth of a liquid refreshment that made Scotland famous?

Well, regardless of what you would do about such a find, the General Statutes of the State of Connecticut provide in general that you should follow this procedure in case you find something:

If it is worth less than one American dollar, the found article legally can be yours for keeps.

If it is worth between one dollar and five dollars (American money), you should report to municipal officials that you have found something.

If it is worth more than five dollars (United States currency), you should notify the nearest municipal or police officials and you should advertise in the public prints that you really have found **SOMETHING!**

The maximum penalty under Connecticut law for any person finding in this state an article worth more than five dollars and failing to notify proper authorities about such a find or failing to try to locate the rightful owner of the found property can be a \$500 fine and a year in a county bridewell, often less euphemistically termed a jail. Therefore, finder's keepers is legal in Connecticut only when a finder finds something worth less than one dollar, something such as 19 five-cent ice cream cones.



General files of the Communications Division where reports of lost and found property and such subjects as fraud rackets, burglaries, motor vehicle thefts, fugitives and missing persons are filed for ready reference.

Shown in this photo, reading from the front and left to right, are Detective George Mitchell, Miss Ann Baron, Chief Operator Miss Gertrude Thompson, Mrs. Katherine Allen, Mr. James S. Forbes, Executive Assistant and Lieut. Walter Boas, in charge of the Communications Division.

# APPRECIATION

# LETTERS

VOX-COP

PAGE I

APRIL 1945

STATE OF CONNECTICUT  
DEVELOPMENT COMMISSION

Mr. Walter D. Fuller, President  
The Curtis Publishing Company  
Independence Square  
Philadelphia 5, Pennsylvania

March 26, 1945

My dear Mr. Fuller:

As a regular reader of "The Saturday Evening Post" and as a loyal son of Connecticut, you can well imagine my pride and joy when I picked up my current issue of the "Post" and examined the illustration on your cover page.

I am sure that every citizen of Connecticut and all of our sons and daughters who are scattered throughout the country is proud of our Connecticut State Police.

The emergency first aid marker attached to the State Police plate is indicative of the varied types of service rendered by our State Police. Commissioner Hickey has developed a corps of specialists among his men to the extent that they are constantly rendering service along the highways and in connection with emergencies that is not often associated with regular police work.

The courtesy shown and the desire to be helpful to out-of-state motorists has won the respect and commendation of persons throughout the country who have occasion to pass through Connecticut, and I am sure that these friendly gestures which they have experienced in the past will immediately come to mind when they pick up this week's "Post."

The Texas Ranger and the Canadian Mounty have been dramatized in words and music, but in my opinion there is just as romantic a story which could be written about the Connecticut Troopers. Sometime when you are interested in running an unusual feature that will dramatize the importance of this efficient organization, I am sure you would find Commissioner Hickey and his subordinates very cooperative.

If this office can be of service to you at any time, please feel perfectly free to call upon us.

Respectfully yours,

Sidney A. Edwards  
Managing Director

P.S. You may be interested in knowing that I am having this picture framed for display in our office.

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SECURITIES AND EXCHANGE COMMISSION

ATLANTA 3, GEORGIA

Mr. Edward J. Hickey  
State Police Commissioner  
100 Washington Street  
Hartford, Connecticut

April 16, 1945

Dear Mr. Hickey:

My good friend, Clarence H. Adams, Director of Securities Division, Office of the Bank Commissioner, State of Connecticut, has informed me of the valuable work of your department in the apprehension of George Reining in Groton, Connecticut, on Sunday, April 1, 1945. This fugitive has a very unsavory reputation throughout this area, and because he has used so many aliases, we had anticipated much difficulty in locating him. If it had not been for the prompt action of your department, I doubt if he could have been arrested so soon after the return of the indictment. I am grateful for this assistance and if this office can ever be of help to you, I hope you will not hesitate to call upon us.

Very truly yours,

William Green  
Regional Administrator

171 Ridgewood Road  
West Hartford, Conn.

Dear Commissioner Hickey:

On the evening of April 10th, I was informed of the necessity for a serious operation on my mother-in-law in the Hartford Hospital. Being desirous of notifying her son, Captain Gaylord Watson, in Asborn, Ohio, of this situation and lacking other means of contacting him immediately, as he has no telephone, I turned to the State Police and requested their assistance.

Through the cooperation of Officers Ring and Lawrence of the Hartford Barracks and the Communications Section of your Department, aided by the Ohio State Highway Patrol, he was notified of this condition and able to phone me in a very short time after I had sought the assistance of your Department.

I would like therefore to extend my thanks and that of my family to you and the members of your Department who so kindly and speedily aided me.

Sincerely yours,

William M. Bernhart

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L. C. MILLER, Pastor  
THE MANITOU MENNONITE CHURCH  
Manitou Springs  
Colorado

State Police Department  
Hartford 1, Connecticut

April 18, 1945

Gentlemen:

I am writing this to thank you for the February number of VOX COP. I enjoyed the privilege of a look at the State Police at work. It was of interest to learn by that book that the Police and the Minister have so many things in common.

Our interest is first of ALL: Human beings. Our work to know MAN better and be able to help him more. May God give us more wisdom in our work.

Thank you for giving my safety sermon a place in this number of your magazine.

With my very best personal wishes,

Sincerely yours,

Lewis C. Miller

GENERAL ICE CREAM CORPORATION  
New Haven, Connecticut

April 23, 1945

Edward J. Hickey  
Commissioner of State Police  
100 Washington Street  
Hartford, Connecticut

Dear Mr. Hickey:

On Saturday evening, April 21, at 10:45 P.M. on the Milford Turnpike, I was stopped by State Police Officer James P. Lenihan, #123, Sub. Station #1. He informed me that the right headlight on my car was out and then presented me with a warning notice to have it fixed at once. Officer Lenihan was most courteous, and while I know that it is your policy to have your men conduct themselves as gentlemen at all times, I do want you to know that his approach was most pleasing.

The headlights have been repaired and the notice sent to the Commissioner of Motor Vehicles, informing him of the repairs.

My congratulations to you and the Department of State Police for their efficiency.

Very truly yours,

Albert H. Rowet

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BOARD OF TRUSTEES  
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THE SOUTHBURY TRAINING SCHOOL  
SOUTHBURY, NEW HAVEN COUNTY, CONNECTICUT  
ERNEST N. ROSELLE, SUPERINTENDENT

TELEPHONE WOODBURY 400

April 12, 1945

Edward J. Hickey, Commissioner  
Department of State Police  
100 Washington Street  
Hartford 1, Connecticut

Dear Commissioner Hickey:

We thank you for your kind letter of April 7th. It was a real pleasure to have the state policewomen recruits here with us. They were a fine group of young women. Apparently this young branch will become as well known throughout the country as your existing organization. I was recently deeply interested to have a prominent citizen of Illinois tell me about the standing of your Department in the matter of the intercommunicating radio set up. From his statement it seems to be model for the country.

Very truly yours,

E. N. Roselle  
Superintendent

ENR/MMC



## CONNECTICUT MOTOR CLUB

*Stratfield Hotel*  
BRIDGEPORT 3, CONN.  
Phone 4-8029

*Davenport Hotel*  
STAMFORD, CONN.  
Phone 4-5620

*7 Field Street*  
WATERBURY 8, CONN.  
Phone 5-1237

*General Offices, 34 WHITNEY AVENUE. — Telephone 7-1262*  
NEW HAVEN 10, CONN.

New Haven 10, Connecticut  
April 13, 1945

Mr. Edward J. Hickey, Commissioner  
State of Connecticut  
Department of State Police  
Hartford, Connecticut

Dear Commissioner Hickey:

We want you and Officer Griefzu, of the Bethany Barracks, to know how much we appreciated his assistance throughout the winter months.

One of our services to our members is to have accurate and up-to-the-minute information on road conditions. This year the information we were able to give to our members was the best we have ever had.

We very often have occasion to also call the Westport, Westbrook, and Stafford Springs Barracks. On more than one occasion our dispatchers have remarked about the courteous and cooperative way our requests have been handled.

Sincerely yours,

*M. E. Kass*  
Office Manager

MR/JS

PRESIDENT  
COL. EDWARD J. HICKEY  
COMMISSIONER, STATE POLICE DEPARTMENT  
HARTFORD, CONN.

SECRETARY-TREASURER  
JOHN M. GLEASON  
CHIEF OF POLICE  
GREENWICH, CONN.

RECORDING SECRETARY  
JOHN A. LYDDY  
SUPT. OF POLICE  
BRIDGEPORT, CONN.

## THE CONNECTICUT CHIEFS OF POLICE ASSOCIATION



ORGANIZED OCTOBER 30, 1934

April 13th., 1945

TO ALL MEMBERS OF THE  
CONNECTICUT CHIEFS OF POLICE ASSO.

Gentlemen:

Your immediate attention is directed to Sub House Bill 343 captioned "An Act to provide for the Connecticut Municipal Employees Retirement Fund".

The contents of this Bill if enacted into Law would, without doubt, destroy all present pension benefits; such as half-pay pensions, Widow's Pensions and other benefits now included in Pension Funds. This Bill will affect each and every Police and Fire Department in the State of Connecticut who have Pension Funds, and thus reaches into the security of each and every Policeman and Fireman of this State.

Through this means your attention is called to this very important matter with the hope that YOU WILL TAKE IT UP IN YOUR DEPARTMENT FOR IMMEDIATE AND DEFINITE ACTION. CONSULT YOUR LEGISLATORS.

The Bill is scheduled for a hearing before the Cities and Boroughs Committee on Tuesday, April 17, 1945. We are seeking a postponement. Consult your Legislators for the definite date of the hearing.

This matter concerns every Policeman of the State irrespective of rank. Chiefs of Police are urged to pass this matter along to the members of their Department.

Very truly yours,

*John A. Lyddy*  
Superintendent

Recording Secretary



# IN-SERVICE STUDIES

## MORAL TURPITUDE

(a) DEFINITION--A "crime" is any violation of law which is punishable in a criminal proceeding. The term "crime involving moral turpitude" means an act done contrary to justice, honesty, modesty, or good morals, which in itself is one of baseness, villainess, and depravity in the private and social duties which a man owes to his fellowman or to society as distinguished from an act which is wrong merely because prohibited by law; and, moreover, is one stigmatized by law as a crime.

The moral turpitude of the act is measured by the standard of morals prevailing in the United States as a whole, and likewise its criminal quality is judged by the condemnation expressed in our laws. The severity of the punishment is immaterial in this respect.

(b) LIST OF CRIMES IN RELATION TO MORAL TURPITUDE -- Conspiracy, or the attempt to commit a crime, ordinarily involves moral turpitude if the crime itself involves moral turpitude. The crimes listed below have been considered in relation to moral turpitude. They are grouped according to type of crime and as to whether they do, do not, or may involve the element of moral turpitude.

- (1) Sovereignty of state --offenses against.
- Do: Defrauding the Crown of custom duties (Canada);  
Defrauding the United States of taxes (18 USC 88), (26 USC 1184), (26 USC 2833 (a)), (26 USC 3321 (1140));  
Impersonating a Federal officer;  
Passport Act, violating;
- Do not: Smuggling property with intent to defraud;  
Failing to register a still (26 USC 1162);  
Falsely claiming United States citizenship (8 USC 346 (a) (18));  
Fraudulently obtaining or using foreign passports;  
Importing goods contrary to law (where no fraud on United States);  
Insurrection;  
Neutrality laws, violating;  
Organizing military expedition against a friendly power;  
Procuring and using a forged or counterfeit immigration visa;  
Smuggling aliens;  
Treason.
- (2) Public justice--offenses against.
- Do: Aiding person not entitled thereto to apply for and obtain naturalization;  
Blackmail;  
Bribery;  
Counterfeiting a letter box key;  
Embracery (corruptly influencing juror);  
Extortion;  
Extort, using mails to;  
Forgery (of documents, not negotiable papers);  
Jail-breaking (accompanied by force or fraud);

- Do:           Obstructing or resisting an officer;  
Rescue (forcibly freeing another from custody);  
Perjury (defined P1277.32);  
Piracy;
- Do not:       Escape (not involving force or fraud);  
False swearing (in Germany in connection with property  
confiscation laws);  
Fleeing without rendering aid (after hitting person with  
auto);
- May or)      False personation;  
may not)     Obstructing justice.
  
- (3) Public policy--offenses against.
- Do:           Unlawfully possessing explosives (intended for injury of  
person or property, (Conn.);
- Do not:       Blue Sky Law, violating (Conn.);  
Carrying a concealed weapon (but see P 655.8);  
Fish and Game Laws, violating;  
Gaming (gambling);  
Lottery, conducting a;  
Lottery, mailing a letter in regard to;  
Marihuana Act, violating (but See P 655.32);  
Narcotic Act, violating (but see P 655.3);  
Nuisance, creating or maintaining a;  
Policy slips, possessing (Act 88, New York);  
Prohibition Law, violating;  
Vagrancy;  
Failing to pay ship fare (stowing away) where not cou-  
pled with larceny in obtaining passage and passage  
ticket (see P 1277.93).
  
- (4) Public peace--offenses against.
- Do:           Rioting;
- Do Not:       Affray;  
Carrying a concealed weapon (but see P 655.8);  
Disorderly conduct;  
Unlawful assembly;
- May or)      Dueling.  
may not)
  
- (5) Currency and public and private securities-offenses  
against.
- Do:           Counterfeiting; also possessing counterfeit coins;  
Forgery (checks, etc.);  
Issuing check without sufficient funds and with intent  
to defraud;  
Issuing fictitious checks;  
Passing, as true, a forged bank check.
  
- (6) Commercial crimes.
- Do:           Selling unwholesome food;

- |                       |  |
|-----------------------|--|
| Do not:               | Adulteration (violation of Food and Drug Act);<br>Banking laws, violating;<br>Importing goods in violation of P593B of Tariff Act of 1930 (where no fraud on the revenue of the United States);  |
| Do not:               | Shipping (unlawfully) misbranded articles.   |
| (7)                   | Property---offenses against.   |
| Do:                   | Arson;<br>Burglary;<br>Breaking and entering;<br>Car Seal Act, violating (with intent to commit larceny);<br>Cheating and swindling;<br>Concealing assets in bankruptcy;<br>Concealing of theft;<br>Concealing property with intent to defraud United States of tax (vio. 26 USC 1441);<br>Corporate Securities Act (Calif), violating;<br>Embezzlement;<br>Embezzlement by lessee;<br>Encumbering mortgaged property with intent to defraud;<br>Entering unlawfully a building with intent to commit larceny (or felony);<br>Fraud on another person;<br>Larceny, also attempting to commit;<br>Larceny by bailee;<br>Malicious mischief;<br>Malicious destruction of property;<br>Obtaining money under false pretenses;<br>Obtaining property by fraudulently operating a slot machine (with slugs);<br>Receiving stolen goods;<br>Stealing; also attempt to (see also Larceny);<br>Tampering with a motor vehicle and injury to appurtenances;<br>Theft;<br>Transporting a stolen car interstate;<br>Using mails to defraud; |
| Do not:               | Adulteration (Food and Drug Act);<br>Cruelty to animals;<br>Selling (unlawfully) an auto with engine number removed (Penna.);<br>Trespass;<br>Possessing a jimmy or burglary tools (without intent to commit a crime involving moral turpitude);   |
| May or )<br>May not ) | False personation;<br>Fraudulent conveyance;<br>Operating (driving) auto without owner's consent.  |
| (8)                   | Lives and persons of individuals--offenses against.  |
| Do:                   | Abduction of a woman;  |

- |                       |  |
|-----------------------|--|
| Do:                   | Abortion;<br>Abandonment;<br>Abandonment of minor children;<br>Assault by cutting;<br>Assault with deadly weapon;<br>Assault with intent to kill or to inflict injury;<br>Assault with intent to rob;<br>Homicide (felonious);<br>Kidnapping;<br>Mailing a letter containing a threat to injure the person of another;<br>Malicious mischief;<br>Mayhem;<br>Murder;<br>Parricide;<br>Rape;<br>Robbery;<br>Unlawfully possessing explosives (intended for injury to person, (Conn.)); |
| Do not:               | Assault, second degree with unknown weapon;<br>Assault, simple;<br>Fleeing without rendering aid (after hitting a person with auto);<br>Homicide (negligent);  |
| May or )<br>May not ) | Abduction;<br>Assault and battery;<br>Failure to provide for, or neglect of, minor children;<br>Kidnapping;<br>Manslaughter;<br>Poison acts, violation of.   |
| (9)                   | Chastity--offenses against.  |
| Do:                   | Bigamy;<br>Committing a lewd and lascivious act upon a child;<br>Indecent assault;<br>Indecent liberties;<br>Lewdness;<br>Keeping a house of ill fame for purpose of prostitution, fornication, and lewdness;<br>Prostitution (and related offenses);<br>Rape;<br>Seduction;<br>Sodomy;  |
| Do not:               | Adultery (does not, for immigration purposes);<br>Bastardy (not a crime in the usual sense);<br>Fornication;   |
| May or )<br>may not ) | Incest;<br>Keeping a disorderly house;<br>White slavery.   |

- (10) Religion, decency, and morality--offenses against.
- Do:           Crime against nature;  
              Obscenity;  
              Sending obscene matter through the mails;  
              Possession (and authorship) of an indecent book;
- Do not:       Blasphemy;  
              Drunken driving (Okla.);  
              Profanity;  
              Selling printed matter tending to corrupt morals (relat-  
              ing to birth control, where scientific and not ob-  
              scene.).

(c) CRIMES WHICH MAY OR MAY NOT INVOLVE MORAL TURPITUDE. --As shown, certain crimes may or may not involve moral turpitude, and this depends upon the extent of the statutory definition of the crime. For instance, a statutory definition of manslaughter may include the common law crimes of both voluntary and involuntary manslaughter. And a statutory offense of driving and operating an automobile without the owner's consent may include both conduct with intent to steal and conduct without such intent.

#### EDITORIAL

(reprint from The Panel)

Timely is the article, "Crimes Involving Moral Turpitude," in the monthly review of the Department of Justice's Immigration and Naturalization Service. The article is written by Jack Wasserman, member of the Board of Immigration Appeals, and reads, in part:

"The legislative history of the immigration laws does not contain any information clarifying the meaning ascribed to moral turpitude by Congress....We are left to general principles and judicial utterances in the quest for a workable definition..... The common law felonies generally, but not always, involve moral turpitude. For instance, involuntary manslaughter does not....."

Convinced that a phrase which could provoke such irreconcilable differences of opinion and which is so incapable of practical application should not remain a test of fitness for Grand Jury service, the Association has been endeavoring for two years to get through legislation to amend those sections of the Judiciary Law and the Code of Criminal Procedure which disqualify for jury service persons who have been convicted of a felony or of a misdemeanor involving moral turpitude, by striking out the phrase "involving moral turpitude" and substituting therefor, "or for a violation of Sections 887 or 899 of the Code of Criminal Procedure," which deal with such offenses as vagrancy, prostitution, begging, abandonment and the like. Obviously, such persons should not serve upon a Grand Jury. It is to be hoped that the current Legislature will favorably consider such an amendment.

Grand Jury Association, New York County

# the Man Behind the Badge



By Karl Menninger, M.D.

VOX-COP

Page 1

April 1945

NATIONAL SAFETY COUNCIL  
INCORPORATED  
20 NORTH WACKER DRIVE  
CHICAGO



THE THOUGHTS of the man in the car are better known than the psychology of the police officer, whose duty it is to control the sometimes feeble-minded, often illiterate and frequently accident-prone driver. An evolution has taken place in the role of the police officer and correspondingly in his social status.

Many advances have been made in the past ten years over the small town constable and the city political-apointee type of law enforcement officer. State police organizations have the advantages of recent formation, new ideals and higher standards. These standards refer to physical status, intelligence and character.

But intelligence, physique and character are not the only factors to be considered in the selection of competent police officers. Motives and emotions are just as worthy of consideration as brains and muscle. It is important to know why a man wants to do a certain thing, for example, to become a police officer. It is important to know what concept the young applicant has of the profession he is about to join. What does he hope to do in that profession? What ideals does he have and what sacrifices is he willing to make in order to fill his uniform with competence and pride?

There are always certain secret satisfactions or at least secret hopes connected with any new project. Does the young candidate for police training aspire to this job because he wants to look important? Because he wants to bully people? Because he wants to have an excuse for remaining away from his wife longer hours? Because

he likes firearms and wants to economize on the expense of target practice? Sometimes these secret motives are of determining importance.

Actually we do not know very much about the deep personal motives that impel men to elect any profession and certainly we know very little about the motives that actuate prospective police officers. This does not mean, however, that it is impossible to ascertain these motives, to study them and their relation to the successful performance of the work elected, granted a cooperative group of subjects.

From a study of 50-odd police officers of the Kansas State Highway Patrol a number of technical facts of considerable interest were learned. Some inferences were derived, partly from our study of these officers, and partly from a study of other people—persons who have been arrested, and persons who were in need of help for medical reasons.

First of all, the police officer, in choosing his profession, is electing to be a *superman*. He is saying that he wishes to announce himself as stronger, wiser, calmer, more law abiding and, in general, a better man than the average man. In some of these respects he can prove his point; for example, in physical tests. Frequently, although not always, he can prove his point in respect to intelligence.

But in some of these respects it is hard to prove that one is a *superman*, hard indeed, to be a *superman*. Nevertheless, a *superman* is exactly what a police officer has to be. Why?

Because he has to be able to control completely his own criminal impulses! This few people can really do.

We have to remember that all of the radios, bathtubs, neckties, cosmetics and automobiles in the world—all the things that we call civilization—constitute a very thin veneer over the basic biological nature of people who drive the automobiles and use the cosmetics, listen to the radios, do the arresting, etc. Every human being, whether he is a Japanese soldier, a Gestapo thug, a quiet little groceryman, a priest, a poet, a drunken bum, a president of the WCTU, a racketeer or a police officer, has aggressive, destructive, lawless, cruel, selfish, ruthless tendencies within him which are capable of coming to the surface under the right conditions.

I call them tendencies to indicate that while they may rarely come to full expression, they are always there. Civilization is nothing other than the development of a program for controlling these aggressive impulses. Our entire lives are spent in trying to master and refrain from expressing them, and in helping others to do likewise. We are constantly losing partial control of these tendencies and requiring help from our neighbors or our police officers or our wives.

Now and then some individual gets so confused that he begins to defend the principle that he has a right to be all the things that society and civilization have agreed to prohibit. He may call it rugged individualism, he may call it expressing himself, and he may call it taking the law into his own hands.

However, thoughtful people know that in the long run, no matter how it is glorified or justified or legalized, lawlessness does not work. And in an

effort to banish it from our society and banish it from our lives, we have developed a lot of things that help.

One of these aids to the control of aggressiveness is *good manners*. Now and then a police officer gets the hard-boiled sergeant's idea that good manners are not very important. We know he is mistaken. After all, the customs and laws of the country are merely some rules about good manners. It simply is not good manners to take another fellow's property. It used to be, but it isn't now, and it is written down in a book so it is called a law.

Good manners help. So does education. So does religion. So do work and play. In work one has to destroy something; it is certainly better than to cut weeds than to cut throats, and it takes the same kind of energy, psychological and physical. It is better to beat a golf ball around the links or to beat someone at tennis than to use up this same energy in a fist fight.

To this list of somethings that help in the control of the destructive impulses, I give a prominent place to the function of the "umpires." This is my conception of police officers of the new type—an umpire or linesman, whose primary duty is not to arrest people but to enable people to avoid the *necessity* of being arrested. People need policemen.

People are most comfortable when they feel there are rules and regulations regarding such things as driving, for example, which exist for a reason (the reason of safety, naturally) and which it is not the privilege of any individual to break.

They are more comfortable when they feel that such rules and regulations are enforced by umpires who are not inverted footpads but who are friends of the driver, not of one driver but of all drivers.

If such a policeman must make arrests, he does it in a very different way from the predatory sadist, the small-man-in-big-blue-pants who exploits his authority to the discomfiture of an occasional offender but who in the long run encourages lawbreaking.

But to have this attitude, a policeman has to be a superman. Policemen must master their own aggressive, destructive, sadistic impulses, before they can efficiently master them in others. A police officer becomes in fact a representation of the conscience. It may either be a conscience of ideals or a conscience of vengeance. The police officer has many temptations, and one of them is to use his power and authority vengefully, and hence destructively, instead of constructively. The possession of authority is a great burden. Few can bear it and still fewer

can be trusted to employ it constructively.

The man who has secret inferiority feelings, the man who lacks self respect, the man with an overstrong, vengeful conscience, the man with such a burning resentment toward the authority he has had to submit to—such a man will become a bad police officer, a man who promotes public danger rather than public safety. It is of such men that prison bullies, sadistic third-degree inflictors, concentration camp torturers and corrupt wardens are made. Such individuals, given the authority of the law, become the destroyer of the law. They think that to insure respect, they must instill fear.

Every police officer has to remember that people are not only animals, they are also children. No matter how old they are, they are always in certain respects children. This is one reason why the man behind the wheel in a high-powered automobile is such a different individual from that same man as a pedestrian. A child is small and weak and he knows it and he thinks when he grows up he will be big and strong, but when we grow up we find we are not very big and not so very strong compared to all the forces in the world.

Hence, all people continue to suffer from a feeling of inferiority. If one gives such a person a 90-horsepower engine that will run many times faster than the most vicious stepmother or the most irate uncle or the most vehement father—give such a grown-up child a machine like this, what does he care for little bluecoated policemen or little printed signs that say "slow," or little marks in a book that say "30 miles an hour." The child in him is always tempted to forget the rules and penalties and all the realities of social existence.

But the police officer has to remember them and has to remember the child in every man and the beast in every man—even in himself. If the child or the beast in the man has become dominant, the police officer can no longer stand as a symbol, a reminder, a warning.

He must act. Empowered by his authority, he must oppose the irrational childishness or the ruthless beastliness of the driver. He must put himself on the side of the driver's better self, his adult self, his mature self. And the police officer should never forget there is such a self.

Even the worst man has his ideals. It is on the side of these ideals, on the side of this offender's intelligence, conscience, knowledge and better judgment, that the policeman must align himself. This is the part of the offender which must not be frightened

by the policeman but strengthened. It needs help from the police officer in suppressing the rebellious, ebullient element of the personality.

How shall we get supermen of this type into the police profession? How can we get men who are big enough and balanced enough and perspicacious enough to carry the necessary authority without being bullies?

First of all, by clearly defining for policemen, for officers, for law-enforcement officials of all kinds, the definite psychological requirements of the modern police officer. Then we can look first for leaders who have caught this vision and can impart it to others.

But these men can rise up and new men can learn the way only if systematic educational programs are provided for the training of police officers not only in marksmanship but in psychology.

A further way in which such men can be obtained is by making the monetary compensation of police officers appropriate to the real requirements of the job. It seems absurd to expect men of superior attainment to be attracted by positions which pay sub-standard salaries and offer limited opportunities for advancement. No honest man who goes into police work expects to get rich but he should expect (although I am afraid he cannot now expect it), to have economic security, credit for creditable work and an opportunity for advancement on the basis of merit.

Toward better compensation, there is needed an increased recognition on the part of the public of the principles of safety policing which I have outlined.

But for the public to appreciate it requires that we appreciate ourselves. Nothing is more human than the plaintive wail that no one appreciates us. Every psychiatrist hears it every day from almost every patient as well as his secretary, nurses, colleagues, and to say nothing of his own complaints to his wife and his friends.

It is true that no one is fully appreciated by others but to gain even some of the recognition one deserves, it is necessary to appreciate one's self, not in a false, misleading way, but in a way of true appraisal.

When police officers come to have a high opinion of themselves, recognize that they are leaders in the community, the conscience of the community—umpires in the great game of semi-domesticated human beings trying to live peaceably with one another in a complicated world, they will inspire similar respect, support and admiration from the public at large.

# 30 Pounds of Report Data

H. Russell Tryon Surveys the  
Connecticut 1944 Report



for the  
National  
Traffic Safety  
Contest

The backbone of the field work conducted by the Highway Safety Commission throughout the year is the stimulation derived from the National Traffic Safety Contest (conducted by the National Safety Council) in which Connecticut has been entered for many years.

Above is pictured the Connecticut 1944 Contest Report, weighing thirty (30) pounds. It consolidates statements from the Departments of State Police, State Highway, Motor Vehicle, Education, the State Traffic Commission and the Highway Safety Commission itself.

Individual reports from the larger Connecticut cities, entered in the city-phase of the Contest, supplement this report.

Compilation of this State Contest Report (also the Pedestrian Protection Contest Report shown below) is part of the duties of Field Representative H. Russell Tryon, who is shown above contemplating the fruits of his year's labors.



## Pedestrian Protection In Connecticut!

127 Pedestrian Fatalities —  
Caused in Connecticut Last Year  
Proves Safest Year in State History



Field Representative H. Russell Tryon may well survey the Connecticut 1944 A.A.A. Pedestrian Protection Contest Report with satisfaction---it sums up the best year in the history of traffic accident records as maintained by the State Department of Motor Vehicles.

Herewith is shown Mr. Tryon checking the Connecticut report, wondering if all the details are contained therein. The report is a sizeable document as can be seen; containing a number of exhibits to prove graphically that Connecticut accident prevention authorities are alert to the importance of protecting pedestrian traffic flow.

This is only the State Report; there were 58 Connecticut communities (all over 5000 population being eligible to participate in the Contest) concerned, and 34 filed individual reports direct with the American Automobile Association which conducted the Contest.



# STOP LOOK LISTEN

## State Winner Of Award For Safety

HARTFORD COURANT

### Also First in Eastern Division of Traffic Contest for 1944

Chicago, April 4.—(AP.)—The National Safety Council announced tonight the State of Connecticut and City of Lansing, Mich., as grand prize winners of its National Traffic Safety Contest for 1944.

Two other states won first place awards in their divisions of the contest, in which all 48 states and 1307 cities participated. States were grouped geographically and cities by population.

Connecticut also was ranked first in the Eastern Division, with Pennsylvania and New Jersey receiving honorable mention.

Connecticut previously won the grand award for states in 1940 and had been at the top of its divisional group in four out of the last five years. It cut its traffic deaths to 221 in 1944 from 235 in 1943.

Greenwich received first place award in its population class while New Britain and Torrington received honorable mention in their categories.

#### Tribute to State Teamwork.

When apprised of the decision of the National Safety Council, William M. Greene, director of the

Connecticut Highway Safety Commission, said that it was a tribute to the teamwork of various State departments, supported by municipal safety committees, in developing the many phases of a well-rounded state safety program.

"As State Contact Agency for the National Traffic Safety Contest," said Mr. Greene, "the Highway Safety Commission acts as coordinator of many contributions in the fields of enforcement, engineering and education required to develop a program of such merit as to outrank the nation.

"Credit for this unusual achievement, not duplicated in the 10-year history of the national competition, belongs to many agencies, to many individuals. Our commission happens to be the focal agency.

"It would be unfair to single out agencies for special mention but, personally, I believe the unusual step-up registered last year in statewide enforcement, led by State Police Commissioner Edward J. Hickey as president of the Connecticut Chiefs of Police Association, was a vital factor, supplemented by the unusual safety engineering record of the State Highway Department.

"These were the outstanding advances last year as compared with previous years in Connecticut accident prevention. It is gratifying to have this honor announced just as Connecticut embarks on a special accident prevention project, starting April 15, to sift defective motor vehicles from traffic flow.

"Under the direction of Police Chief John M. Gleason of Greenwich and Commissioner Hickey, the facilities of the State Police Department and 70 community police departments will unite for a six-weeks period to screen traffic. Connecticut is not content to rest on its laurels but, with state and municipal forces teamed, is out to surpass the 1944 record if possible."

## State Wins National Safety Honors

WATERBURY AMERICAN.

Chicago, April 5—(AP)—The National Safety Council announced yesterday the state of Connecticut and city of Lansing, Mich., as grand prize winners of its national traffic safety contest for 1944.

Two other states won first-place awards in their divisions of the contest, in which all 48 states and 1,307 cities participated. States were grouped geographically and cities by population.

The list of cities which won awards in the several population groupings follows:

250,000-500,000—First, Portland, Ore.; second, Rochester, N. J.; third, Cincinnati; honorable mention, Columbus, Ohio, and Seattle, Wash.

100,000-250,000—First, Ft. Wayne, Ind.; second, Sacramento, Calif.; third, Yonkers, N. Y.; honorable mention, Wichita, Kan., Flint, Mich., and Grand Rapids, Mich.

50,000-100,000—First, Lansing, Mich.; second, Pasadena, Calif.; honorable mention, Corpus Christi, Texas; Lincoln, Neb.; New Rochelle, N. Y.; Cleveland Heights, Ohio; Davenport, Iowa; New Britain, Conn.

25,000-50,000—First, Greenwich, Conn.; second, Rochester, Minn.; third, Lafayette, Ind., and Great Falls, Mont. (tied); honorable mention, Plainfield, N. J.; Rock Island, Ill.; Mason City, Iowa; Hackensack, N. J.; Torrington, Conn.; Wichita Falls, Texas; Ottumwa, Iowa.

# STOP LOOK LISTEN

## EDITORIALS

*Hartford Times*

*Norwich Bulletin*

*Hartford Courant*

### Let's Keep on Winning

Connecticut's winning for a second time the Grand Prize of the National Safety Council in its traffic safety contest should be highly gratifying to citizens generally, as well as to those who have worked to put the State in this satisfactory position.

It does not mean, of course, that Connecticut has achieved perfection in traffic safety. There is still a long way to go. We still kill far too many people on our streets and highways. Most serious-minded persons tremble to think what the harvest is likely to be when traffic volume resumes in the postwar period.

However, it is obvious enough that Connecticut has gone to great lengths to increase traffic safety. Its Highway Safety Commission was early in the field and is a veteran body now. It has worked intelligently and persistently over the years to make life safer, enlisting other agencies in the undertaking and constantly seeking to arouse citizens as groups and individuals.

There has been ample evidence that this activity is effective. The award of the prize to the State for 1944 bears that out and vindicates what has been done as well. It also lends encouragement for even greater efforts in the future. An immediate vehicle for that will be the brake-testing campaign about to be launched. Now of all times, with cars aging and deteriorating, is care needed about brakes.

William M. Greene, director of the Highway Safety Commission, gives a large share of the credit for the recognition received to the step-up in the enforcement of laws under the leadership of State Police Commissioner Hickey, as president of the Connecticut Chiefs of Police Association. That credit undoubtedly is justified. The police cannot produce safety single-handed. Their effective law enforcement undoubtedly is an important factor in it. Wherever it is had, conditions are certain to show an improvement, which will continue as long as vigilance is maintained.

In the midst of congratulating itself, upon the national prominence it received Connecticut may well acknowledge its indebtedness to State and local police, as well as to the Highway Safety Commission which has done much to furnish the impetus for the whole effort. The important thing of course, is not to win a prize, but actually to conserve human life and make it safer. That is a continuing job.

### CONN. SAFETY

No small degree of satisfaction is gained by having Connecticut awarded the grand prize in the traffic safety contest by the national safety council. It is gratifying to the officials of the state who have been working in behalf of greater safety and it cannot fail to be pleasing to the people of this state to know that such favorable results have been accomplished.

Those who are directing efforts for greater traffic safety will not agree that everything has been accomplished that ought to be, or that the awarding of the prize to Connecticut for the second time is going to result in any relaxation in behalf of greater highway safety. Nevertheless, it is impossible to overlook the fact that there is something to show for what has been done, that there has been a fine cooperation on the part of automobile drivers and the pedestrians using the highways, in order to bring about the reduction in the number of accidents and fatalities. It is also impossible to overlook the part which has been played by the enforcement authorities in getting improved results.

But the fact that such recognition has been given to the state's safety record doesn't mean that there can be any letup. There are still plenty of accidents, still too many fatalities. It is too much to think that the day will come when there will be no traffic casualties, but there can be constant efforts to better the safety record by those who engaged in promoting safety measures and by those who should carefully apply the rules and regulations for safety in the highways. It is time to keep safety first to the front, for when there is a relaxation of the existing war restrictions it can be expected that highway dangers will experience a bound upward.

### A SAFE AND STEADY STATE

The National Safety Council again has awarded top honors to Connecticut as grand prize winner of its National Traffic Safety Contest for 1944. As this State had previously won the grand award in 1940, and has been at the top of the Eastern Division in four of the last five years, it is obvious that Connecticut wins not by a fluke but by unremitting application of intelligence to traffic problems by all agencies concerned.

It is, moreover, a demonstration of what can be done through cooperation. As the Connecticut Highway Safety Commission points out, the job was not done by any one agency exclusively but by the joint efforts of various State departments and municipalities. State Police worked harmoniously with local police departments in compiling this unusual record of achievement.

There is glory enough for all in the record. In too many States there is rivalry if not outright antagonism between State Police and local authorities. That such a situation does not exist in Connecticut is due in large measure to the willingness of State Police Commissioner Edward J. Hickey to go more than halfway in cooperation with local police. Local police authorities have responded to these friendly overtures, and the fruits of this teamwork can be observed in the outstanding record of highway safety in Connecticut.

Nor is there any tendency to rest on laurels. Plans are already under way for a six-week period of traffic screening under the direction of Police Chief John M. Gleason and Mr. Hickey. The State Police will work together with seventy local police departments in an effort to surpass the record of last year. Whether they succeed or not the fact remains that a splendid job has already been done.

Let's Keep On  
Winning

# STOP LOOK LISTEN

JOURNAL OF THE SENATE

TUESDAY, April 17, 1945.

Senator Parsons of the Fifth District introduced the following resolution:

Senate Joint Resolution No. 165. Resolution congratulating State and Municipal Officials for Accident Prevention Record.

On motion of Senator Parsons, the rules were suspended to permit immediate consideration of the resolution.

Senator Parsons explained the resolution and it was then passed by the Senate and transmitted to the House.

The following is the resolution:

Resolved by this Assembly:

Whereas, the National Safety Council has named the state of Connecticut as the Grand Award Winner of the 1944 National Traffic Safety Contest, a nationwide traffic accident prevention program, and

Whereas, the National Safety Council further honored Connecticut by naming our state for the first award in the eastern division of this national contest, and

Whereas, the decision of the contest board was based upon recorded accomplishments in the reduction of accident consequences through efficient enforcement, engineering and educational facilities, and

Whereas, Connecticut has thus led all states in the north-eastern area of the country for three successive years in traffic accident prevention, and

Whereas, this general assembly appreciates the high public service rendered the citizens of our state and visitors to our domain through this specific promotion of safety in Connecticut streets and highways, therefore,

Be it resolved, that the Connecticut general assembly, by joint resolution of both branches of this legislature, does extend congratulations to the state and municipal officials who planned and directed the program which earned this signal honor for Connecticut, and

Be it further resolved, that to stimulate continued effort by the several state and municipal agencies concerned with public safety that the general assembly formally records sincere appreciation for excellent public safety service and exhorts those so charged to continue unremitting effort to combat highway hazards and promote maximum safety on street and highway for all factors of traffic.

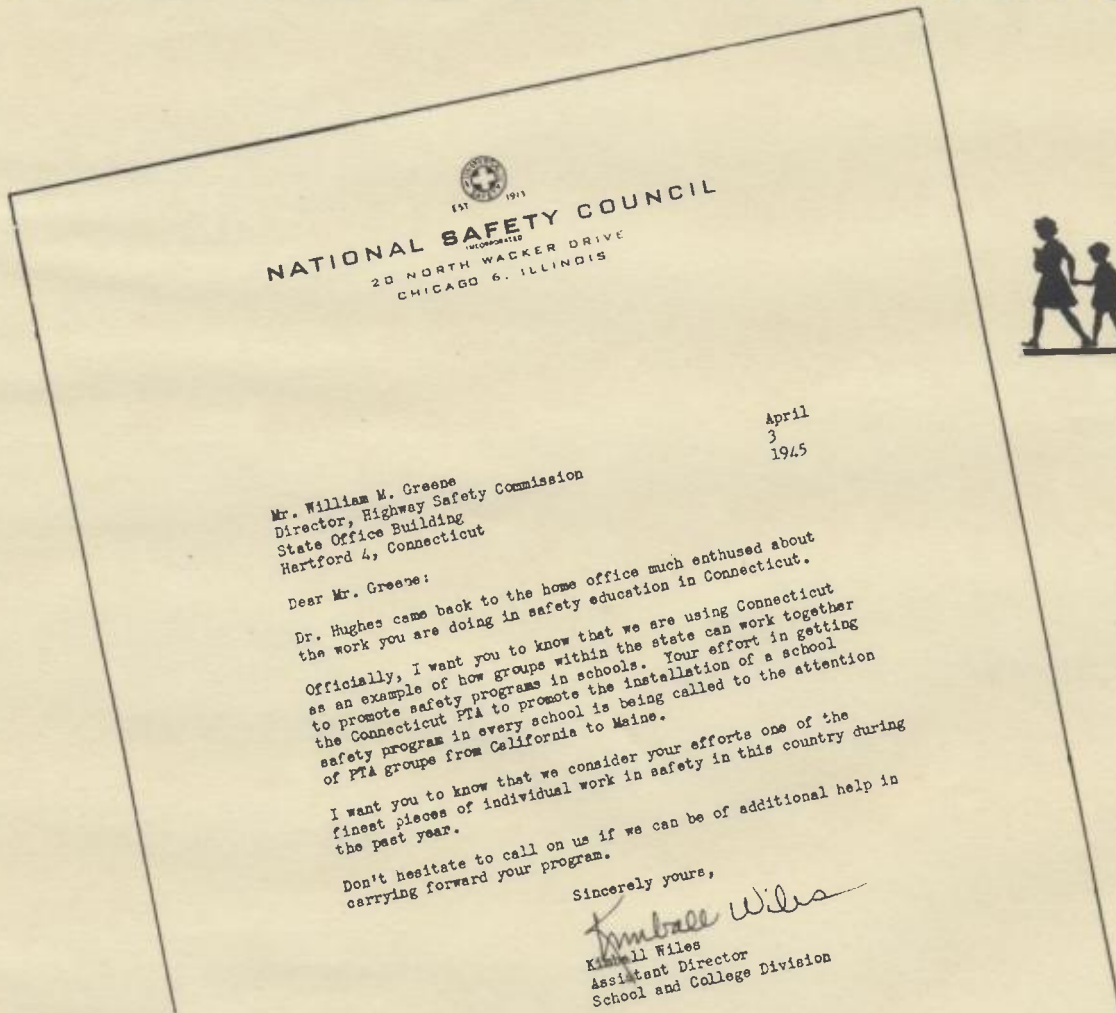
# STOP LOOK LISTEN

VOX-COP

Page 4

April 1945

## Connecticut P.T.A. Sets Pace for Nation.



  
NATIONAL SAFETY COUNCIL  
INCORPORATED  
20 NORTH WACKER DRIVE  
CHICAGO 6, ILLINOIS

April  
3  
1945

Mr. William M. Greene  
Director, Highway Safety Commission  
State Office Building  
Hartford 4, Connecticut

Dear Mr. Greene:

Dr. Hughes came back to the home office much enthused about the work you are doing in safety education in Connecticut.

Officially, I want you to know that we are using Connecticut as an example of how groups within the state can work together to promote safety programs in schools. Your effort in getting the Connecticut PTA to promote the installation of a school safety program in every school is being called to the attention of PTA groups from California to Maine.

I want you to know that we consider your efforts one of the finest pieces of individual work in safety in this country during the past year.

Don't hesitate to call on us if we can be of additional help in carrying forward your program.

Sincerely yours,

*Kimball Files*  
Kimball Files  
Assistant Director  
School and College Division

Through the Connecticut PTA much can be accomplished in School - and Home - Safety. To this organization of parents and teachers sincere appreciation is expressed for sponsorship of the program which inspired the above letter from the National Safety Council praising our State PTA project.

Connecticut Highway Safety Commission

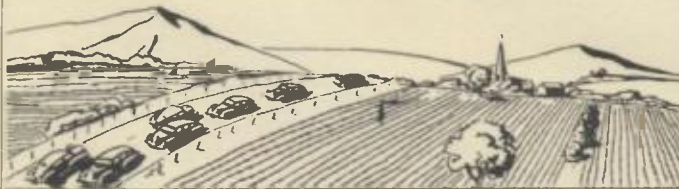
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## The Nation-Wide Brake Emphasis Program of the International Association of Chiefs of Police

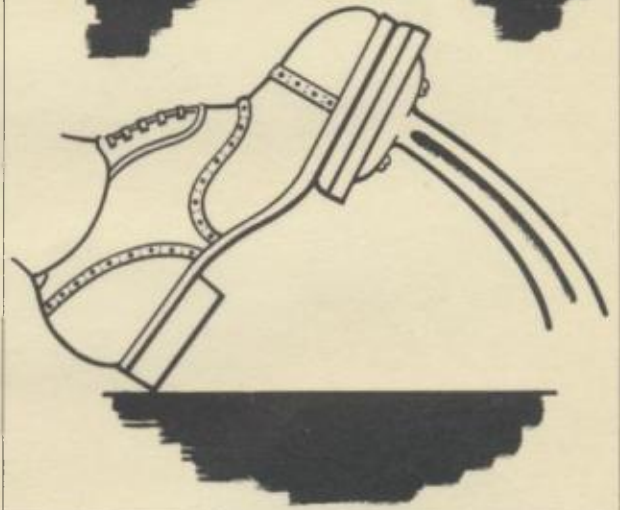


The brake check in your state is part of a uniform nation-wide traffic law enforcement program sponsored by the International Association of Chiefs of Police. It begins April 15 and concludes June 1, 1945.

The Program is supported by the American Association of State Highway Officials, the American Association of Motor Vehicle Administrators, the Highway Traffic Advisory Committee to the War Department, the Office of Defense Transportation, the National Safety Council, the American Automobile Association, the Automotive Safety Foundation, National Conservation Bureau and the National Committee for Post-War Traffic Safety composed of 49 national groups. Other national organizations cooperating include safety, industrial and public service organizations.



You're only  
a foot from  
trouble



## 67 Police Officials Told of Brake Drive

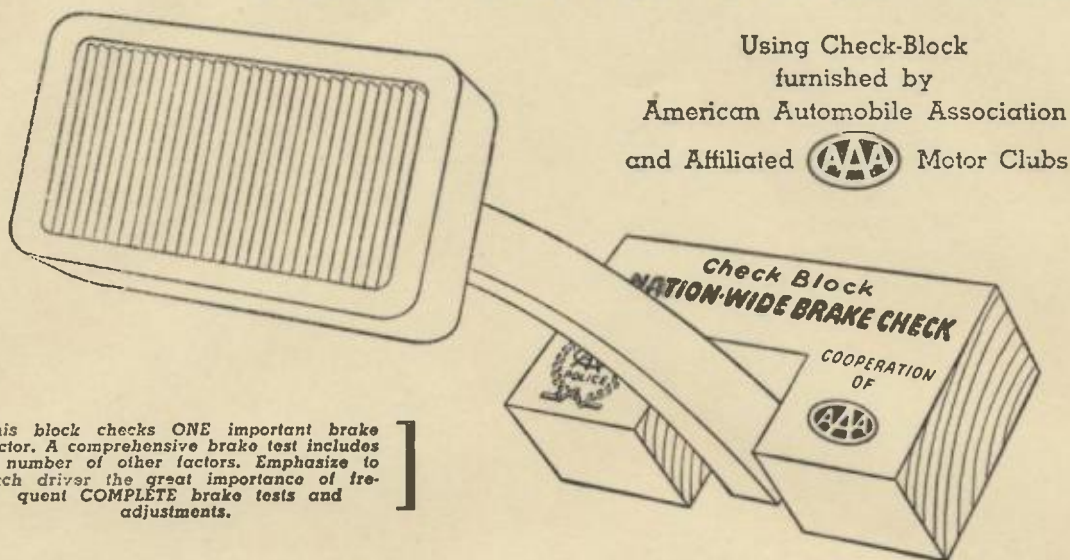
New Haven — (AP.) — Sixty-seven heads of law enforcement agencies in the state attended the first meeting here of the "brake emphasis" campaign of the International Association of Police Chiefs. State Police Commissioner Ed-

ward J. Hickey as President of Connecticut Chiefs of Police Association, presided at the session at which Police Chief John M. Gleason of Greenwich, who is Secretary of the Association and co-ordinator of the drive in Connecticut,

outlined the rules under which police will check brakes of automobiles spotted "in a moving violation or following an accident." "Blocks" used in making the test were distributed.

## NATION-WIDE IACP BRAKE EMPHASIS PROGRAM

# How to Make the 60-Second, 1-Inch Pedal Travel Brake Check



[ This block checks ONE important brake factor. A comprehensive brake test includes a number of other factors. Emphasize to each driver the great importance of frequent COMPLETE brake tests and adjustments. ]

The following procedure is recommended for making the brake check using check-block illustrated above:

1. Be sure to stop the car in a place where it will be safe to keep the left car door open during the check.
2. Inform the driver that a nation-wide brake emphasis program is being conducted and that you are going to make one important brake check. Hand the driver a copy of the informational leaflet entitled "You're Only a Foot From Trouble."
3. Ask the driver to open the door and move over to the right, out from behind the steering wheel.
4. Be sure engine is stopped. Keep the left foot on the ground and sit partially on the front seat.
5. Release the hand brake. (If the car is on a grade, have the driver stop the engine and place it in gear.)
6. Place the one-inch check-block on the floor under the brake pedal so that the brake support rod fits in the slot. (See illustration above.)
7. Place the toe of the right foot on the brake pedal *gently*. (Be careful to do steps 7 and 8 right on the first attempt on a car having hydraulic brakes, for if you push down on the pedal more than once it will pump up the system and give you an incorrect check. If you make a mistake, then wait 30 seconds and try again.)

*The toe of the foot should be used: It is important that the toe and not the arch or heel of the foot be used in pushing the brake pedal down. The toe is much more sensitive, and it will be easier to determine when the pressure felt by the toe in pushing the pedal down ceases merely to be the spring which holds the pedal up, and thus the point at which the brakes actually begin to take hold.*

8. Push the brake pedal down *gently* until you can feel the brakes take hold and beyond which point you would know that any further pressure would result in actually applying the brakes. (With a little practice it will be found very easy to determine this point.)
9. If the bottom of the brake pedal hits the check-block before the brakes take hold, inform the driver of the necessity for immediate attention to his brakes (or such other enforcement steps should be taken as are required by the policy of the police department or sheriff's office concerned).
10. Inform the driver whose car passes the brake check that this still does not mean that his brakes are necessarily safe. Urge him to have them checked periodically.  
(Whereas the brake check requires **one inch up from the floorboard**, the proper adjustment of brakes will give not more than **two inches down from the top**.)

Prepared for the International Association of Chiefs of Police  
by Traffic Engineering & Safety Department, American Automobile Association, Washington, D. C.

# AROUND THE CIRCUIT

VOX-COP

PAGE I

APRIL 1945

## STATION "D" DANIELSON

You have often heard the old saw about the criminal who is irresistably drawn to the scene of his crime. A great number of fictional detective stories make great play on this popular belief. Here is a true account where the criminal did return to the scene, dragging the crime behind him.

On Friday, the 13th of April, a 1936 Ford Coupe was stolen in Danielson and thorough search failed to locate it. On Wednesday the 18th the car was located in Danielson parked on a side street. Officers Marion and Heckler watched the vehicle for about two hours and finally their patience was rewarded when a sailor and girl got into the car and began to drive away. Officer Marion arrested the sailor and brought him and his lady friend to the barracks.

That sailor was a convincing talker and argued that no one would be foolish enough to steal a car one week and then return to the scene of the theft and ride around in the stolen car. His story was good and his argument was logical but it blew up when a shipmate arrived at the barracks seeking his lost buddy and told a different version of where the car was borrowed.

Perhaps there is some truth in the old belief of the criminal's return to the scene or maybe it was the lure of Danielson's bright lights that overcame this submariner's better judgment. Whatever it was, Officer Marion is for it.

From our "colleagues-in-arms" we have the following news bits to report:

Vincent Brescia is in there pitching in France with the 7th Army. He reports himself as having been in actual combat and doesn't recommend it any more than Sherman did. Vince was greatly impressed by the terrible destruction of the war upon French cities and of the suffering of the civilian population there. By way of a postscript Vince adds that he is improving in his marksmanship and getting to be quite a sharp-shooter. It's probably a very valuable asset up there where the 7th is now marching through Germany. Vince reports he received Vox Cop regularly right up at the front.

Marcus Johnson is back from his Atlantic boat trips and is temporarily on the sick list. Not too sick to be about, but painfully afflicted by a bit of arthritis in his foot which has curtailed his activities and kept him close to the hospital. Perhaps a bit of that Florida sunshine would provide a cure as it has in many such cases, Marc. Better talk to your doc.

Joe "Palooka" Zurowski writes from Marseilles, France, saying that he is in a comparatively safe place but that he has a couple of experiences to tell us when he gets back home. He hopes this will be soon as it has been three years since he left Station "D". He checks up on the home station through Vox Cop, which he receives regularly.

Norman Winslow dropped in at the barracks last week and he looked as fit as the proverbial fiddle. Norm is still "Deep in the Heart of Texas" - an instructor in anti-aircraft mysteries. He is anxious to get something more exciting to do. The way those news accounts tell of enemy planes disappearing from the sky, anti-aircraft work will soon be a lost art and they'll have to start him off on a new field.

"Les"

Special Danielson Reporter

#### MURPHYS IN HOSPITAL

(Norwich Bulletin)

Coincidentally two policemen, both Murphys, both Johns, are in the hospital. Officer John T. Murphy, veteran of the local state police barracks, is an observation patient at the Day Kimball hospital in Putnam. State Officer John B. Murphy is an observation patient at the St. Francis hospital in Hartford. John T., entered on Tuesday and John B., entered on Wednesday.

#### STATION "E" GROTON

It was a fine April Sunday. The sun had risen early and had chased the fog from the countryside, and was now reflected on the granite stones in the little family cemetery. The trees swayed slightly in the east wind, while beneath, the animals in the forest ran helter-skelter as the forest and woods were invaded by man. In this pictorial setting, an arena had been erected and as had occurred on many such fine Sunday mornings in the past, man was about to stage an event worthy of attendance by all of

the sports in the vicinity. To the bar-way they came on foot, in cars, perhaps even by buggy. Who cared how, as long as they could attend. The Stonington Cock-Fight was about to be held. From near and far they came. From Putnam, Groton, New London, yes, even Massachusetts and Rhode Island towns were represented and with them they brought their champions and their money belts. The Arena is raked and cleared of leaves. The refreshment stand is opened. The grandstand is full and still they come. The first bout is to start.

Far to the east, 13 miles to be exact, wait the Mackenziemen, brave and true, tried and tested. Dressed in overalls, coveralls and some in their Sunday habits, nine men, waiting for the signal, that all is ready in the sleepy forest. Hark, a bell on the telephone rings. 'Tis well. The spectators and the owners of the proud fighters have arrived at the arena. That is the message the leader of the Mackenziemen received. The orders are given, the nine men depart.

The scouts, Mackenzie, Johnson and Mangan lead the rest. They must get the advance information and the leader goes along as a scout so that plans may be changed on a minutes notice and so that he personally will know the circumstances under which his men must enter the fray. The scouts return, the plans are changed. The advance will be made directly. Shedroff, Leighton and Gunning will attack in the first wave, followed closely by those handsome and gallant warriors, Fitzgerald, Donahue and LaFramboise, while around the ends skirt the scouts.

The bar-way is open. Cars are nestled among the trees. Around the dressing room stands the



crowd. The first two bouts are over and third about to begin. The handlers are placing the spurs on the champion. All is serene. Not a sound splits the air as all watch in awe. Suddenly one watcher walks towards the refreshment stand and stops suddenly. Who is the stranger in their midst, wearing coveralls. He has seen the mighty Shedroff. He calls to a friend. All who are watching the dressing of the bird turn, and seeing they take flight in all directions of the compass. Some to stone walls, some to swamp and even a few to the cemetery. Leighton, always observant, sees one follower of the sport with his bird in his hand about to cross a wall in an effort to escape and Bud, having heard the adage about the bird in hand, starts pursuit. Back to the arena comes the bird and his handler in Leighton's hand. Others with the same intention are driven back by the Irish Fitzgerald and Donahue, while the Free French in the person of La-Framboise have not disappeared. Indeed not, our Joe drives them back and holds them there. What is this in the other corner! A fight not intended for today. Gunning is up, he's down. La-Framboise to his aid. The sport tears loose. Gunning has his shoe. He ran away so that he might return another day. Perhaps.

All have been driven into the clearing. The fighters are collected. The scale taken down. Forty-five frequenters have been arrested and the owner of the property turns out to be the keeper of the refreshment stand. He, too, feels the heavy hand of the law.

The court is contacted and bonds set. Time for trial the same day. A cheer splits the air

at this good news. Off to the Stonington Town Hall go the victims of the Mackenziemen. Forty-six in all.

In court, the same air of fun exists. The court is lenient. All of the frequenters are charged eleven dollars for their fun, while the leading business man, the owner of the refreshment stand donated fifty dollars to the town funds. Yes, yes, 'twas a good day. Nine tired but happy warriors return to Station "E". And that, my dear readers, is the story of a pleasant and profitable day for the Mackenziemen.

#### IN AND ABOUT A COCK-FIGHT

Picture if you can Officer Shedroff taking out after the same fellow four times and returning him to the collection of sports we had gathered. Gets very boring, doesn't it, and one can get slightly angered.

One fellow in flight looked back over his shoulder at a fellow chasing him and asked, "Are you with me or after me?" When he was told he was being chased by one of E.J.'s finest, he agreed to surrender if his spurs, or in the vernacular of the profession "heels" were returned to him. Need we add that he returned but the "heels" are at Station "E".

Forty-six men arrested by nine troopers. We still manage to keep up our ratio of about six criminals - one Connecticut state policeman.

The shoe that Gunning took off of the person in flight is about to start a new Cinderella story at Station "E". All of the men are looking for a tall dark fellow who can wear the shoe so that Gunning and LaFramboise can identify him. Lieutenant Mackenzie states he can't do that to us.

Bud Leighton stood in the clearing, turning slowly in all directions of the compass as the sports were giving their names at the refreshment stand. Just as we thought it was about time to send him home as he had become affected by the sun, we saw the reason for his actions. A gentleman from Providence was slowly beating his way from tree to tree in an effort to escape. Bud called to him just as he was about to dash. He attended the court session.

One old fellow wearing puttees was asked by the Lieutenant if he arrived by motorcycle. The old fellow was about 75 but was not disturbed by the Lieutenant's query. He calmly told the Boss those were his sporting boots. Only slightly offended that the Lieutenant could not recognize the costume for what it was.

The same old fellow asked the Lieutenant if his picture could be taken holding one of the game-cocks. Would have looked nice in his scrap-book.

One wag thought it would be a good idea to get some pictures of the actual combat but W.E.M. was too smart for that one. Imagine being busted for running an exhibition of this kind and on the Sabbath.

Fitzgerald and his camera caused one fellow a great deal of concern. Every time the fellow looked up Fitz had his camera pointed right at him. He ended the day cursing the camera.

"Raggy"

Special Groton Reporter

Station "E" has been called twice within a month's time to pay final tributes to outstanding law enforcement officials in this area. Our good friends and associates Lieutenant James D. Gaffney retired New London Police

official passed away in March and Judge Max Boyer of New London Police Court died on April 19, following a heart attack. A week before his death he publicly commended state police officers from the bench for able presentation of evidence in his Court.

"Life's race well run,  
Life's work well done,  
Life's victory won,  
Now cometh rest."

- A friend -

STATION "G" WESTPORT

Our station finally received world-wide publicity thru the March 24th issue of the Saturday Evening Post. Upon the cover was none other than our Auxiliary Personnel Officer Frank Bennett, otherwise known as four zero. Also on the cover was the "boss mans" car with the ever well known plate G-299. Between the Lieutenant and Frank we have had all kinds of fan mail from all over the country, even so far as a little remembrance from Roy Rogers, the movie star. Believe it or not, a week after the cover was out Frank got a flat tire a short distance from the barracks.

Radio Dispatcher Nehimian Woodward left the state service on April 1st and is now at Samson, N.Y. in the U.S. Navy. The war won't last long now if Woody gets a chance to bet with some of the enemy.

Officer and Mrs. David H. MacKenzie announce the birth of a 9 pound baby girl on April 20th. That makes three girls for "MACK". All he needs is two more to tie Eddie Cantor. Better luck next time.

Officer Angeski is still out looking for stolen cars. Two weeks ago he came across four in a weeks time while patrolling the Merritt Parkway, but three of them were abandoned. The other was operated by a soldier who was AWOL. Jimmie can sure pick out the stolen cars.

"Mack"  
Special Westport Reporter

Barrington School  
Great Barrington, Mass.

Vox Cop  
State Police  
Hartford

Dear Friends:

Would you be interested to know that former Lieut. Howard Williams celebrated his golden wedding anniversary last Thursday, April 19th? It was also his birthday.

He, as well as I has enjoyed the Vox Cop so very much and looks forward to its arrival. When it comes he spends the entire evening reading it.

He misses his friends of the State Police and would be very glad to have any of them stop in and visit with him when they are up this way. He has intended to write to you but is so very busy he has very little spare time.

With best wishes to you all,

April 22                      May B. Williams

VOX COP extends congratulations to Supt. Daniel J. Carson and Lieut. William Foley, of the Waterbury Police Department. Both have served Waterbury Police Department faithfully since April 16, 1913. Thirty-two years of good police service deserves honorable mention!

Fort Devens, Mass.

Dear Commissioner:

Just a card to say hello and tell you that its a "far cry" from the C.S.P. to the U.S.O. but I hope the C.S.P. will profit in some way by what I acquire from Army life. I've decided that I can get a lot from the Army to bring back to civilian life and all to my advantage. Will write you more later when I get located. I haven't been assigned as yet but hope for a place along the Police lines.

Best Regards.

Donald C. Frost  
formerly of Sta. "B"

AND NEW YORK BLAZES THE TRAIL?

Our Colorful Constabulary

(Herald Tribune)

Persons accustomed to being arrested or ticketed by uniformed men who issue from two-seater green-and-white radio cars of the New York Police Department are hereby informed that they may expect a little more variety. Lack of labor has made it impossible for manufacturers to supply the standard radio car; lack of paint and labor has made it equally impossible for the Police Department to arrange for conformity. As a result, there are now twenty-nine novel radio cars, some black, some tan, some red or gray; some two-seaters, some four-seaters, some five-seaters; some stenciled "Police," some unstenciled; all potent and alert.

CSP "Rainbow Fleet" was launched in 1942.

Vox Cop

Code of Honor  
of the  
Connecticut State Police



*The traditions and splendid reputation of the Connecticut State Police are incorporated in the following code of honor, to which all members of the Department subscribe by word and deed:*

“I am a Connecticut State Policeman — a soldier of the law.  
To me is entrusted the honor of the Department.

“I will serve the State of Connecticut honestly and faithfully  
and, if need be, lay down my life as others have done rather  
than swerve from the path of duty.

“I will be loyal to my superiors, obey the law and enforce  
the law without discrimination as to class, color, creed or  
condition, and without fear or favor.

“I will help those in danger or distress, and at all times con-  
duct myself so as to uphold the honor of the Department.”