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Vox-Cop

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No. 1

CONN. STATE POLICE DEPT.



EDWARD J. HICKEY,
Commissioner

JUNE 1945

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:

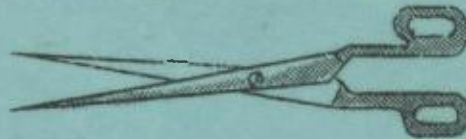
"I am a Connecticut State Policeman — a soldier of the law.
To me is entrusted the honor of the Department.

"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."

BY THE YANKEE CLIPPER



VOX-COP

PAGE I

JUNE 1945

STATE POLICE FORCE

(New Britain Herald)

The late Legislature did reasonably well by the State Police Department by authorizing the addition of 15 men and 10 women. That's the way it goes - the State Police are improved in some fashion or other every two years.

The "state cops" now have stations at Bethany, Canaan, Colchester, Danielson, Groton, Hartford, Litchfield, Ridgefield, Stafford Springs, Westbrook and Westport. Each station is well staffed, pride is taken in the fact that the state is well covered.

In fact, the state is so well covered that the small towns are freed of considerable of their normal law-and-order expense. When anything is seriously wrong, residents have learned to rely upon the state police rather than their constabulary. It is only the larger towns and the cities

that have the regulation police expense.

The state's police, however, are not above going into any of the larger towns or cities when occasion demands; and sometimes they even make unheralded calls. These sometimes lead to surprising results, as when the state cops make raids that the other cops overlooked making.

Is there any jealousy being developed between the well equipped state police department and the local cop departments, who in some localities are not as well modernized as in, say, New Britain? That is entirely probable. After all, the state police have grown to their present status within the memories of most adults, and are becoming increasingly important. It seems to be a policy of every Legislature to improve and enlarge this department.

IT'S EASY TO FAIL

(Law Enforcement Bulletin)

Failure is the one thing at which you can be a howling success without trying. Everything else requires some degree of effort. It takes effort to become a good law enforcement officer. Effort, trying, working at something with the idea of doing the very best job possible is the only way to succeed at anything - except failure!

Find an officer who is deeply and sincerely enthusiastic about his work and you've got a man who is likely to succeed. Everyone wants to succeed but we are not all willing to put forth the necessary effort it takes. "Sees't thou a man diligent in his business? He shall stand before kings."

COLCHESTER CHILD
FOUND UNDER TRUCK

Death of Missing Girl Declared
Accidental by Medical Examiner

(Hartford Courant)

Colchester, June 12 - (AP) - The stubborn refusal of a dog to leave the yard where little Virginia Rose Chmiel, 2, was last seen playing was credited today with having led State Police and other searchers to the child's crushed body and ending an all-night hunt.

The body of the girl, daughter of Mr. and Mrs. Theodore Chmiel, who reported her missing last night, was discovered by State Policeman John O'Brien of the Colchester Barracks when he glanced under a two-ton truck less than 50 feet from the Chmiel home.

State Police Commissioner Edward J. Hickey gave much credit for finding the girl to Baron, one of the State Police dogs used in hunting missing persons. Baron, Hickey said, steadfastly refused to leave the Chmiel yard throughout the search, causing the state policemen to make the minute examination of the premises which finally led to the discovery. Baron, a Doberman pinscher, was presented as a gift to the State Police by the Royal Canadian Mounted Police.

The truck, under which the girl's body was found, had been circled many times by State Police, Boy Scouts and volunteer searchers during the hunt.

Dr. Cyrus E. Pendleton, medical examiner, said death was accidental. The truck had been left in an upright position to drain, he reported, and the child, climbing over the frame,

had tripped the lower mechanism. The vehicle's body, in falling, had crushed the girl beneath it, holding her in such a position that she could not be seen by anyone standing upright.

Virginia disappeared after eating her supper last night.

GRANDMOTHER'S BRISK AT POKER

(Herald Tribune)

Nine Brooklyn women, the majority of them grandmothers, whose admitted ages totaled 450 years plus, were arraigned before Magistrate James M. Fawcett in Brooklyn Week-End Court on charges of disorderly conduct which grew out of a brisk poker game at the home of Mrs. Sarah Hirsch, 402 Utica Avenue, Brooklyn. Magistrate Fawcett dismissed the charges, saying that he disliked to tarnish the records of grandmothers, but advised them to hold their poker sessions more privately. Mrs. Hirsch was held in \$200 bail on a charge of maintaining a gambling place.

TRIES ARSON ON RIVAL

(Herald Tribune)

John Sukowski, sixty-one, was so outraged when he found his girl friend entertaining another visitor in her apartment at 423 Troutman Street, Brooklyn, that he soaked some rags in oil and set the apartment on fire, Detective Anthony Santamaria charged yesterday in Brooklyn Felony Court. The detective said he found Sukowski laughing over a glass of beer in a near-by bar at the discomfiture he had caused his rival. Sukowski was held in \$10,000 bail for a hearing tomorrow on a charge of arson.

STATE POLICE
RETIREMENT BILL VETOED

(Police Chiefs' News Letter)

A bill which would compel the retirement of members of the Rhode Island State Police Force after completing 20 years of service was vetoed April 27 by Governor J. Howard McGrath.

"After weighing all appeals made for and against the legislation," Governor McGrath stated in explaining his veto action, "I have concluded that it is not in the best interest of the state to force the retirement of state police officers. Adoption of the legislation would give no retirement advantages to members of the department beyond which they now enjoy, but would only serve temporarily to create vacancies among the senior officers of the department. It does not seem to me that this momentary advantage for a few promotions justifies the signing of a bill that in all future years might well discourage enlistment in the department or set limits as to time beyond which one who cares to make a career could remain in the state service."

Most members of the department upon attaining 20 years of service would still be under 50 years of age. Rhode Island troopers serve three-year enlistment terms, and reappointment is not compulsory upon expiration of the enlistment. This gives the superintendent of the department authority to retire a man at expiration of his enlistment following the date of his eligibility for retirement. Had the bill become a law, it would have forced the retirement of two captains and three lieutenants at a time when the department is operating at two-thirds of its normal strength and four of five substations are closed for lack of personnel.

JUNIOR POLICE
COMPLETES FIRST YEAR

(Police Chiefs' News Letter)

Next month will mark the first anniversary of the Bristol, Connecticut, Junior Police Department, organized under the direction of Chief Edmund S. Crowley. Success of the organization is best illustrated by statistics. From June 1, 1943 to April 1, 1944, there were 244 boys and 8 girls referred to the Juvenile Court by the police department; but from June 1, 1944 to April 1, 1945, there were but 61 boys and 6 girls so referred.

There are over 850 members in the unit at the present time. Plans are now being perfected for the Junior Police to take an active part in the 7th War Loan Drive through house-to-house canvass, with prizes offered those who sell the greatest amount and the largest value of bonds. A baseball league is also being formed for the summer months.

Any boy in the city between the ages of 10 and 16 is eligible for membership upon securing written consent of his parent or guardian. Members are given a badge on which is inscribed "Bristol Junior Police." Activities are financed through increasing the price of the annual police ball tickets by fifty cents.

Chief Crowley is in direct charge of the unit, and he assigns police officers to handle various phases of the work. The chief and deputy chief of the Junior Police were selected from Boy Scout troops, and in the future all promotions will be made on basis of attention to school work, attendance at Junior Police meetings, attitude, and general conduct in school and the community.

STATE TROOPER JOHN FERSCH BOASTS
TWO WINS FOR EAST HAMPTON NINE

(Hartford Courant)

Willimantic - (Special) - State Trooper John Fersch of the Colchester Barracks is regarded as one of the leading hurlers in the Middlesex County League where he has two wins to his credit against no defeats with East Hampton.

Hartford fans will remember him as a member of the Hartford High School team on which "Pete" Naktens of the Senators was the outstanding star. Fersch later attracted the attention of scouts from the St. Louis Cardinals and he had a brief fling in the minors as a farmhand for that club.

Latest word is that he has joined the Willimantic Elks' nine and will play twilight games in the City League here with that club when the circuit inaugurates its schedule later in the month. Fersch is a southpaw and incidentally a consistent hitter.

Some time ago, he was credited with emergency delivery of a baby while the mother was enroute to a hospital in the state police ambulance. "Johnny" is also a capable photographer and is pressed into service in that phase of police work frequently.

REQUEST GIVEN OFFICIAL BOOT

Des Moines, Iowa - (AP) - If Iowa highway patrolmen, who patrol the state in squad cars, want arch preservers they'll have to buy 'em.

The state executive council refused a bill for \$2 for a pair of the shoe cushions for a patrolman on objection of C. B. Akers, state auditor.

"I didn't know patrolmen ever walked," said Akers.

THE POLICEMAN

By Major E. L. Smith
Kentucky Highway Patrol

(On Guard)

COURTESY:

A policeman should be as polite and courteous in his dealings with the law-abiding citizen as a good salesman would be in trying to sell the citizen something. The Policeman in dealing with the criminal should be as courteous to the criminal as the criminal is to the policeman, remembering that courtesy and duty should never conflict.

COURAGE:

The Policeman should be courageous, but not foolhardy. Where the policeman has an even chance with the criminal, he should have no hesitancy in going after the criminal, remembering to be cautious at all times.

AMBITION:

Every police officer should aspire to attain the highest rank in the Department. He should not be satisfied to drift along for years and years as a patrolman. He should try to obtain promotion on his merits and knowledge of his work.

TEMPERMENT:

The policeman should have the ability to keep a cool head in time of great danger. He should be able to handle an abusive, drunken person without using loud and vile language. He should be exemplary in his conduct before the public.

MORALS:

The policeman should be honest, truthful and trustworthy. He should be the type of man who can stand temptation and avoid

the common pitfalls; such as, women, liquor, and graft.

OBSERVATION:

The policeman should have a keen sense of observation. This is one of the most important requisites of the successful police officer. He should have an intuitive mind for noticing actions of persons; minute details and descriptions. He should be of a suspicious turn of mind; a student of human nature; have an unusual amount of common sense; be able to do logical reasoning, and know the fundamentals of police psychology.

PATIENCE:

The police officer should have the patience to work for hours, weeks, and months on an investigation without any apparent success. He should be able to sit for an hour or more on a witness stand and be cross questioned by defense attorneys and still maintain his dignity, and be positive and courteous in his replies. He should have the patience to handle unruly persons and use no more force than is necessary to put such persons under submission.

WORK:

He should be painstaking systematic and methodical in his work. The officer should try to learn all he can about his duties in order to execute them efficiently. He should be the type of person who 'has a place for everything, and everything in its place.' He should fully realize that he is a public servant for the citizens and not their master.

VERSATILITY:

The policeman should be able to adjust himself to various cir-

cumstances. He should feel as much at ease in talking to a college president as he would be in talking to a person in the lowest station of life or in commanding a notorious criminal to obey his orders. The policeman must have the heart which tells him when an unfortunate needs a hand on the shoulder, instead of fingers in the collar or a clout on the head.

THRIFT:

He should be economical and know how to live within his income; not parsimonious, but the kind of person who plans for 'rainy days' and old age.

SHOW CASES BROKEN AS THRONGS
JAM MARKET HERE, SEEKING MEAT

(Bridgeport Sunday Post)

Meat markets and live chicken markets here were thronged with thousands of men and women on a recent Saturday afternoon seeking food for their Sunday dinners and police captains acting under orders of Supt. John A. Lyddy, sent patrolmen to maintain order in the lines of waiting customers.

So great were the crowds in some of the stores that show cases were broken in a few places and other damage caused by the pressure of the crowds seeking to get waited on before the sparse supply of meat and chickens was exhausted.

The crowds were particularly large at the King Cole, Mohican, Washington, Open Air and other markets in the downtown section of the city. Meat departments in the various chain stores throughout the city were also besieged by persons seeking meats.

In most instances the limited meat supply was exhausted by 4 o'clock in the afternoon.

GODFREY IS PICKED FOR FBI HONOR

(Bridgeport Herald)

Hartford Police Chief Michael J. Godfrey is going to Washington.

On June 23, he will address the class on catastrophes at the 29th session of the FBI national police academy, at the invitation of J. Edgar Hoover.

Godfrey, who has been in charge of police work pertaining to disasters for 25 years, has many times lectured on that subject, and favorably impressed Roger Gleason, special FBI agent for Connecticut.

According to Hoover, he has heard many excellent reports on Godfrey's qualifications to lecture on this subject and he made it clear he would consider it an honor if the Hartford chief could find time to come to Washington.

Police board members pleased at this "pat on the back" for the Hartford department, have told Mike to go ahead and with their blessings.

"We think it's great," said Pres. Michael A. Connor.

A SOUND FORMULA

(Hartford Courant)

In every utterance since returning to this country General Dwight D. Eisenhower has displayed those qualities of mind and spirit that have made him such a remarkably successful leader. Not only do they ring with common sense, but they are indicative of the modesty and sense of proportion that characterized his work as supreme commander of the Allied forces. And of all he has said, nothing contained more wisdom in capsule form than his response to the question, "How should we treat

our returning veterans?" Without hesitating the General answered, "Give them a pat on the back. But for Heaven's sake don't psychoanalyze them."

"KNOW YOUR POLICE DEPARTMENT"

A review by Lieut. Leo J. Mulcahy
Director of Training School
Connecticut State Police

The New Britain Police Department's pamphlet, "Know Your Police Department", in which is set forth the police relationship to the public and its field of personal service, is not only timely but also the essence of good public relations.

We, in the police field, for a long time ignored public feeling and reaction; hence, universal suspicion was the lot of all police. It wasn't until the last few years that the police became "public relations" conscious and began to sell themselves and their products, namely, prevention, detection, and apprehension to a long waiting public.

Rag magazines carrying highly colored and not always truthful recordings of police techniques, plus the universal feeling that confessions are the product of so-called "third degree," have for years poisoned public opinion. Too few citizens knew or realized the numerous and unpublicized services the police rendered, and their good deeds were considered routine - their bad ones exploited and capitalized.

This pamphlet with its "do's and don'ts" clearly demonstrates to the citizens of New Britain that their police department realizes its responsibility and is more than willing to accept

it. It goes further and actually demands recognition in these well-chosen words, "Every law breaker has infringed upon your security, and your problems in this field and the use of lawful authority to solve them are police matters."

It further appeals to the New Britainites, stating, "The Department's effectiveness depends in a large measure upon the prompt and intelligent cooperation of all citizens."

The pamphlet in its eight pages is a condensed volume of well-chosen, precautionary advice. A page is devoted to the citizen's part in crime prevention and what he can do to help the police. Suggestions to the householder about leaving a light burning and preventing newspapers from publishing the fact that he is leaving are among the many.

offered. Tips on "you and your automobile," peddlers, pick-pockets, etc., and, in general, alerting the tax-payer to the different ways he can lose his money and personal property are clearly expounded.

We feel that the closing paragraph, "If stopped by the police," contains excellent reasoning. In short, it calls on the citizen not to resent the police questioning his identity and business, as it is police routine and "reputable persons have nothing to fear from the police."

We not only recommend this pamphlet to the public as highly informative, but also as a "must" for the police.

Vox-Cop congratulates Det. Sergt. Warner, NBPD on his pamphlets.

LOADED WITH DYNAMITE!

By Steward R. Scott
Office of the Chief of Ordnance
Safety and Security Division
Army Service Forces

(Public Safety)

The Placard "Explosives" marking the truck ahead of you on street or highway should be ample warning to take extra precautions for this vehicle is literally "loaded with dynamite".

Not long ago, the driver of a passenger car either failed to see or chose to ignore a stop sign on a highway near a small midwestern community. As a result, he collided with a truck loaded with 8,000 pounds of explosives.

Both the truck and the passenger car caught fire. Because of a lack of water, the fire department was unable to extinguish the

flames. The contents of the truck exploded and 17 buildings in the vicinity were completely destroyed. Windows in buildings within a radius of approximately a mile were shattered.

When the fire department realized its ineffectiveness in dealing with the explosive cargo, guards were posted to warn approaching traffic of the danger.

A large crowd of spectators gathered to see what would happen next. One car, in which two men were riding, chose to defy the guard's instructions and drove past the wrecked truck. The explosive detonated again and the two men were blown to bits. In addition, seven people in the assembled crowd were killed and 50 were injured.

Explosives are not respectors of persons. They don't know a Jap from an American and when nudged into action their purpose

is efficiently accomplished. The horrible accident just considered is proof of this.

However, when we stop to consider the tremendous amounts of deadly weapons we are manufacturing and shipping every day, it is amazing that accidents of this sort do not happen more often.

For our safety in the midst of all this danger, we should pause to thank certain groups of specialists who foresaw the hazard and who rolled up their shirt sleeves and did something about it.

The Interstate Commerce Commission has issued federal regulations with which all motor carriers engaged in the transportation of explosives, ammunition, and other dangerous cargo must comply. The Army Service Forces, Office, Chief of Ordnance, have supplemented these regulations with additional safety measures to be applied within ordnance establishments. The agencies operating to make explosives transportation safe are many and each is doing a thorough job.

The Interstate Commerce Commission, Bureau of Motor Carriers, and the Ordnance Department's Safety and Security Division require that all motor vehicles hauling explosives, ammunition, or similar cargo, must be inspected by both the carrier and the shipper.

Any mechanical defects in the truck must be repaired before the vehicle is used. It is also required that each van so used must be plainly placarded with four "Explosives" signs, one placed on each side and one on each end of the truck body.

To avoid the shifting of packages in transit, the shipment must be blocked and braced. The

shipper is responsible for giving the driver complete instructions as to the nature of the explosives he is hauling and what steps to take in case of an accident or fire.

It is incumbent upon shipper and carrier to be reasonably sure that the driver has had a sufficient amount of rest before starting the trip.

Regulations specifically stipulate the number of hours a driver may remain on duty. Whenever a trip will consume more time than the prescribed period, relief drivers must be provided for each truck in a convoy.

The Northeastern Regional Committee on Motor Truck Problems, representing 13 northeastern states, working in cooperation with the War and Navy departments, developed a commendable and effective plan for reducing hazards in this type of traffic, which is worth mentioning.

They made arrangements whereby the state police furnish escorts for motor vehicles transporting explosives and ammunition within or through these states. The police escort guards the truck convoys against traffic accidents, against interference by other vehicular traffic, obstructions along the highways and the possibility of disasters originating from fires or other causes.

The effective performance of these duties serves a two-fold purpose: it provides for public safety and it expedites the arrival of the vehicle or convoy at its destination.

Municipal police along the routes of travel are informed as to the movement of dangerous materials, the number of vehicles involved and the approximate time of arrival. Their assistance is invaluable in insuring safe

transport through each municipality.

It is extremely important that the shipper ascertain whether or not the motor carrier engaged is licensed to transport the cargo over highways in all states between the shipping point and the destination.

Failure to take this precaution might result in the necessity for transferring the cargo many times en route.

It should be noted that the Interstate Commerce Commission's Motor Carrier Safety Regulations prohibit the transfer of explosives, from one truck to another within industrial or thickly populated areas.

In most cases, explosive-hauling trucks are of the closed body type. However, it is permissible to use open body vehicles if the sides are structurally sound and securely fastened to insure the retention of packages.

When this latter type of truck is used, the cargo should be covered with a tarpaulin of fire-resistant material.

All vehicles transporting explosives should be equipped with two one-quart fire extinguishers, one to be carried inside the cab and one outside the cab to insure accessibility in case of fire.

Because of the foresight, care and alertness of small groups of people, Americans can feel safe from the devastating power inherent in the materials of war being transported over our highways every minute of the day and night.

POLICE MAY WEAR SERVICE RIBBONS

(Police Chiefs' News Letter)

The wearing by civilian police officers of decorations, service medals, and badges issued by the

United States Government while such officers were in the military service is not prohibited by Army regulations.

This point was cleared up by Colonel J. V. Walsh, director of the Military Police Division of The Provost Marshal General's Office, at request of the IACP. Checking with the Adjutant General's Office, Colonel Walsh was referred to Army Regulation 600-40, sub-paragraph i, paragraph 68, of Section V, which reads as follows:

"Nothing in these regulations will be construed as affecting the privilege of civilians who are entitled in their own right to decorations, service medals, and badges, to wear on all appropriate occasions such decorations, service medals, and badges, with civilian clothing of any kind, nor to restrict the method of wearing to that prescribed by these regulations.

APPOINTMENTS

(The Thompsonville Press)

The Board of Police Commissioners did a very wise thing in authorizing Chief Fleming to add three full-time men from the current list of Supernumerary patrolmen. These three men are relatively young, and will level the age standard in the Police Department.

The appointments almost exhausts the Supernumerary list. Presumably, the Police Commissioners will wait until a later date to hold another examination for the Supernumerary posts, no doubt, so that men who have seen Service in World War Two may take the examination.

If this is the thinking of the Board it is sound thinking indeed. Certainly, public posts, above all should be held open for the benefit of men who have seen

Service by bearing arms for their country. Presumably, too, the Board of Police Commissioners will, in its wisdom, give the full five per cent preferential rating for Servicemen as does the Federal Government and the State Government in all cases of competitive examination.

CHECK YOUR BRAKES

(Hartford Courant)

President Truman's timely-warning to motorists to check on their automobile brakes is based on the fact that recent inspections by police throughout the country show that one motorist in six is driving with inadequate brakes. Of the first 208,143 cars checked in various parts of the country, 34,482 or 16.6 per cent were not able to meet minimum requirements. In some areas, notably the District of Columbia with only 2.7 per cent, the percentage of failures was low. Massachusetts and New Jersey reported 3.8 per cent and 8.9 per cent respectively. It is obvious then that with an average failure of 16.6 per cent, in some areas the percentage of faulty brakes must be high.

From the standpoint of saving lives it is far more important to be able to stop an automobile than to start it. Once it gets in motion it has the lethal properties of a tommy-gun, particularly if not kept under control. If your brakes are inadequate, then your car is virtually out of control at all times, and only good fortune saves you from disaster. The few hours it may take you to have your brakes tested or adjusted may save you a lifetime of regret.

POULTRY SHIPMENT SEIZED BY POLICE ON MOSLE'S ORDER

5806 Pounds of Chickens
Salvaged for Hospital Larders

(Hartford Courant)

A truckload of chickens, the second seized this week, was picked up by the State Police Thursday on order of State Food Administrator Henry B. Mosle for distribution to hospitals and other charitable institutions.

The poultry, delivered to the Hartford Live Poultry Market dressing plant, was seized in Westport and was bound for the New York market. It was owned by the Shore Road Poultry Company of Brooklyn, N.Y., and had been purchased from a poultry farm in Lebanon. The live weight of the birds was 5806 pounds. The State will reimburse the owners at ceiling prices.

St. Francis's Hospital, Hartford, will receive the largest allotment, 1600 pounds. The rest will be distributed to hospitals, boarding homes and convalescent homes in Stamford, Willimantic, Greenwich, Milford, Waterbury, Hartford, Bristol and Norfolk.

WAR RACKETS

Promoters continue to solicit funds for organizations said to aid veterans. The law has caught up with some of them who were aiding no one but themselves.

The sale of "magic powders" to sprinkle over the coal pile to conserve fuel, "gadgets" to increase auto mileage, "pills" to pep up the gasoline, "dopes" to lengthen the life of batteries and rejuvenate rubber tires, are rackets.

10 SECRET SERVICE MEN
PUT ON ACTIVE ARMY DUTY

Were Among 25 Agents
Who Guarded Roosevelt

(Herald Tribune)

Washington, (AP) - Ten Secret Service agents recently transferred from the White House Presidential-guard detail have been called into active service in the Army, it was learned today. They range in age from twenty-nine to thirty-nine. Six are married, five have children.

The ten were involved in a recent shake-up of the twenty-five or more agents assigned to the White House and had been members of the late President Roosevelt's personal guard since the war began. Their status in relation to the draft was that of enlisted reserve men, placed on inactive Army duty.

Included in the ten is Michael Reilly, of Anaconda, Mont., chief of the White House detail, recently replaced by George Dresher.

Many CSP officers on Presidential Details will recall Chief Reilly - Good Luck - Good Wishes and Speedy Victory, Chief.

Vox-Cop

PATROLMEN COMMENDED
FOR CATCHING 2 DRIVERS

(Hartford Courant)

Wethersfield - Police Chief William G. Simpson commended Patrolmen Walter Lundgren and William S. Flansbury for their efficient work in apprehending two hit and run drivers. A radio dispatch was received from Hartford at 10 p.m. asking help in locating a car which had been involved in an accident on Wethersfield Ave. Officer Lundgren stopped Mrs. Mary Boundo of Orchard Street, Rocky Hill, as she was driving on the Silas Deane Highway. It is alleged that she was under the influence of liquor.

At 5:15 next morning, Officer Flansbury received a dispatch from Hartford that a car had hit a fire box at the corner of Wethersfield Ave. and Bolton St. He traced the car by marks down the Silas Deane Highway to Jordon Lane to Hartford Ave. and stopped the driver, Frank K. Boland of 116 Sisson Ave., Hartford, at the corner of State and Main Streets. The front right wheel of the car, owned by the U-Drive Co., of Chapel St., was badly damaged. Both drivers were turned over to the Hartford Police for evading responsibility.

26-YEAR MAN HUNT ENDS

(Herald Tribune)

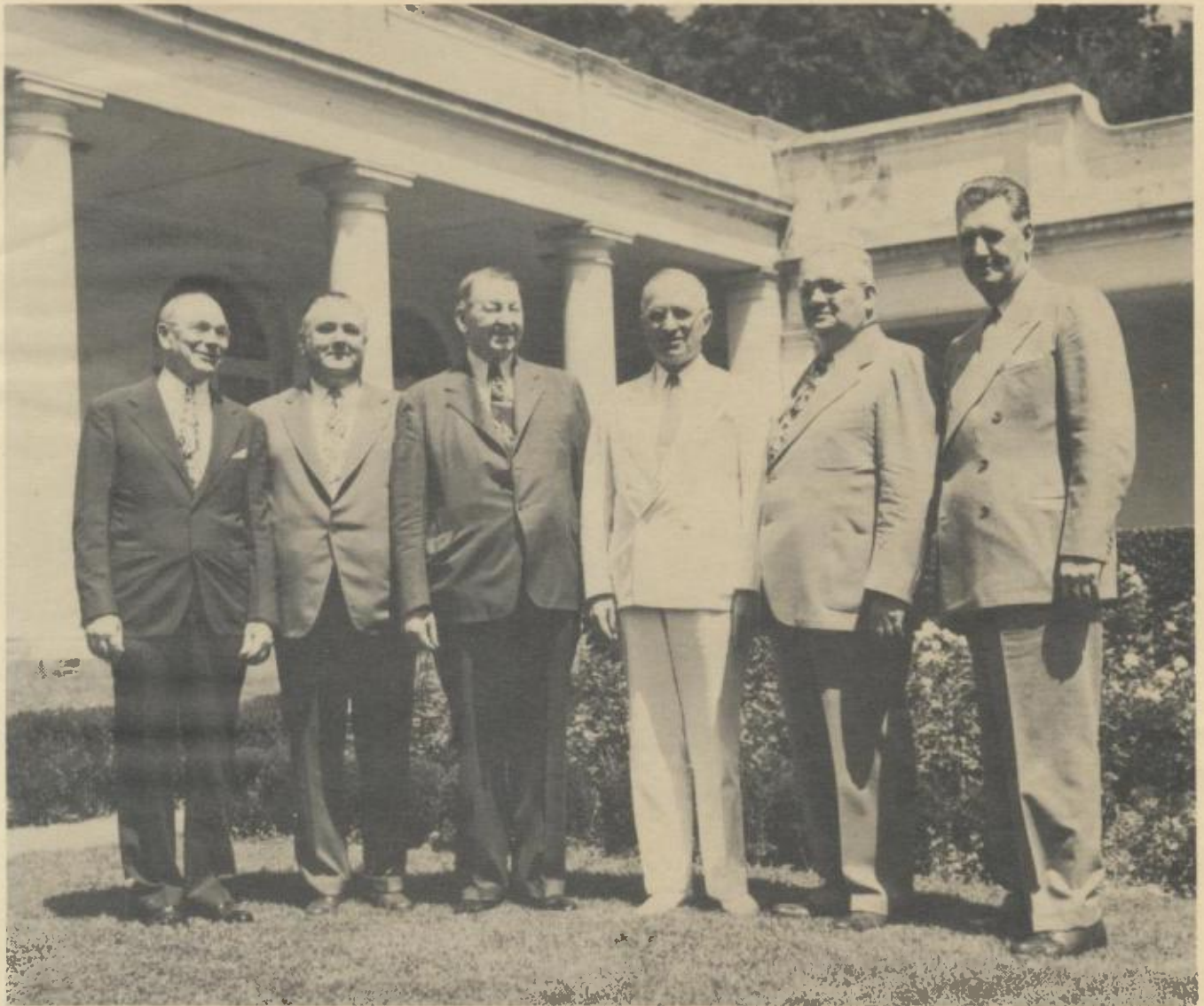
Houston, Tex., (UP) - Dan Williams, forty-four years old, who reared a family of eight children during twenty-six years as a fugitive from an Alabama prison farm, was en route back to prison today because he argued with a neighbor about a cow.

Police who made a routine check of fingerprints after

quieting the cow argument identified William as a man Alabama authorities have hunted since 1919. Then only eighteen, Williams, a Negro, fled from a prison farm while serving a twelve-year sentence for assault with intent to kill. He changed his name, bought a farm, got married and settled down to bring up a family. He will be returned to serve the remaining nine years of his sentence.

The WHITE HOUSE

June 18, 1945



From left to right; Chief Frank J. Wilson, U.S. Secret Service; Chief Fred Roff, Morristown, N.J., First V. President, I.A.C.P.; Supt. Edward J. Kelly, Rhode Island State Police, Executive Secretary, I.A.C.P.; President Truman; Comm. Edward J. Hickey, Connecticut State Police, General Chairman of State and Provincial Section, I.A.C.P.; Director Robert E. Raleigh, Safety Division, I.A.C.P., Evanston, Illinois.

WATCH CAR BRAKES, TRUMAN WARNING

Appeals to Motorists to Help
Keep Down Accidents When
Gas Rations Increase

Special to THE NEW YORK TIMES.

WASHINGTON, June 18—President Truman today issued an appeal to the country's motorists, who will receive an increased gasoline ration this week, to help to keep down accidents in the increased traffic. He also urged each motor driver to take every measure possible to keep brakes in good working order.

The President's statement was issued after a conference at the White House with a delegation from the International Association of Chiefs of Police, who reported the results of a campaign to reduce accidents which had been conducted under their auspices up to June 1.

The delegation included Fred A. Roff, Chief of Police of Morristown, N. J.; Edward J. Kelly, Superintendent of Rhode Island State Police; Edward J. Hickey, Superintendent of the Connecticut State Police; Robert E. Raleigh, Chief of Police of Evanston, Ill., and Frank J. Wilson, Chief of the United States Secret Service.

Checked 1,500,000 Autos

The delegation told the President that during the campaign brakes were checked on 1,500,000 automobiles in the United States and Canada, and that 200,000 were found defective.

The text of President Truman's statement follows:

"Motorists throughout the nation will get an increase in their gasoline rations this week. This means more traffic on our streets and highways and more danger of accidents with loss of life and destruction of property.

"Upon every man and woman who drives an automobile rests the responsibility of helping to avert this danger. Each can do his part by driving safely and by keeping his car in good operating condition.



TREASURY DEPARTMENT
OFFICE OF THE CHIEF
UNITED STATES SECRET SERVICE
WASHINGTON

20 June 1945

Dear Ed:

I am enclosing an extra set of the pictures of President Truman and the IACP Committee which submitted the report to the President relating to the IACP auto accident prevention campaign conducted between 15 April and 1 June 1945 in the United States and Canada. I thought you would like to have these pictures as a reminder of the conscientious and intelligent efforts you devoted to this successful campaign.

I am also enclosing a copy of an item, which appeared in the New York Times on 19 June, based on the White House press release given out after your conference with President Truman.

Sincerely,

Chief, U. S. Secret Service

Commissioner Edward J. Hickey
Connecticut State Police
Hartford, Connecticut

Warns on Faulty Brakes

"The average automobile in use today is nearly twice as old as the average car on the highways before the war. Its mechanical condition is likely to be poor. Its tires are worn and often weak. Its brakes may be faulty. The International Association of Chiefs of Police advises me that a recent check-up showed one of every seven cars inspected in the United States and Canada had brakes that

failed to meet minimum safety requirements.

"By keeping his car in safe operating condition and by driving it with the utmost care, every motorist can help in relieving our serious transportation problem and thereby aid further in the whole war effort.

"I am confident, in urging law enforcement of officers everywhere to continue and increase their efforts, that all our people will give their full cooperation and support."

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

JUNE 1945

June 11, 1945

Dear Commissioner:

Its been over for a month now and as yet there is no indication as to when I'll get home. I'm still Provost Marshal of the Riviera and quite busy too, because a large number of troops are on leave in this area. Had the good fortune to be promoted recently. Also I spent the first time off (three days) I've had in two years in Paris. An interesting place but still suffering from the war. Redeployment is well under way and its a huge job. My point score is 114 but a critical score for Officers hasn't been announced yet. Best regards.

Lt. Col. Ralph J. Buckley

PROMOTED IN FRANCE

Lieut. Col. Ralph J. Buckley
(Hartford Courant)

Portland, June 15 - (Special) State Police Lieutenant Ralph J. Buckley has been promoted from major to lieutenant colonel in France his wife, Mrs. Edith Buckley of this town, has been informed.

Lieutenant Colonel Buckley is stationed in Cannes, France, and is serving as provost marshal for the Riviera District. Previous to this assignment was engaged in prisoner of war work and was in charge of several prisoner camps in the Marseilles area. Buckley who headed the traffic division of the State Police, has been in service three years and has been overseas more than two years.

POLICE CHIEF ENGAGES
IN SECOND WAR

(Salty Breezes)

Discarding his badge and blue uniform for the duration, Capt. William J. Roach, 49-year-old superintendent of police at Waterbury, Conn., took a military leave to fight for his country the second time.

In the first World War Capt. Roach served 10 months with the Field Artillery as a private in France. Now he is awaiting re-assignment at this station after putting in 14 months as a Public Safety Officer with the Civil Affairs Commission in the European theatre.

His duties comprised the supervision of policing, fire control and civilian defense of the liberated areas. His wide civilian background made him well qualified to carry out the assignment. Besides being Superintendent of Police at Waterbury since 1936, he served as a constable eight years and city sheriff six years there.

"It was interesting to visit the places I'd been in the last war," Capt. Roach said. "But I didn't recognize them; they were torn up so much."

His Civil Affairs unit went through Normandy, Northern France, Belgium and Germany. As our troops conquered the enemy the members of that branch of service set up a form of government. They entered the towns and cities with the soldiers who were mopping up. As a result, the Army lost no time establishing order out of the chaos of war.

"When we liberated those

places," Capt. Roach related, "the people went wild with joy. They had been oppressed so long by the Germans."

Capt. Roach is past president of the New England Police Chiefs, a member of the executive committee of the International Association of Chiefs of Police and first vice president of the Connecticut State Police Association.

2 June 1945

Dear Commissioner:

Just a few lines to tell you that I have appreciated the arrival of Vox-Cop every month and I am looking forward to the coming copy. A great many of my shipmates have read them and think they are very interesting.

Right now I am looking forward to a discharge from the service sometime in June and it sure will be a great day when I can return to my work on the Connecticut State Police Department.

It has been quite a while since I left the department back in April 1942. I spent two years at Bridgeport and then back to New London in March 1944. In November 1944 I was assigned to the U.S.S. Emporia, a patrol frigate.

I departed from Boston and arrived at our operation base at Argentia, New Foundland. Our first patrol took us in the vicinity of Greenland and Iceland and proved to be very rough with real North Atlantic weather. It was on this trip that I saw my first iceberg which was a beauty. I had hoped to get ashore in Iceland on this patrol and get a chance to look up Sergt. Ferris of Station A but our orders would not allow us to make port there.

Our next patrol after getting our ship repaired at Argentia was a very nice patrol in the vicinity of the Azores and then straight to Bermuda. Was a great sight on entering the harbor of Bermuda to see the nice homes with white roofs and the green grass and trees. The water here was very clear and one could see bottom in a great many places and see fish swimming around.

It was here at Bermuda I was forced to turn into the Navy Hospital with Arthritis. After a short stay I had the good fortune to have a plane ride to the States. I was then admitted to the National Naval Medical Center at Bethesda, Maryland where I am at this time.

I expect to be back in Connecticut shortly. Best wishes to you, Mrs. Hickey, Miss Collins and all personnel of the Connecticut State Police Department.

Sincerely,
 Marcus E. Johnson

May 16, 1945

Dear Commissioner:

After more than three years in the Coast Guard, it is time I wrote to at least thank you for sending the Vox-Cop regularly. It is nice to keep posted on what is going on in the Department and Connecticut.

My time in this outfit certainly cannot be considered arduous. Except for several months spent in Florida making small arms training films, I was stationed in New York for slightly more than two years. My duty there was excellent; I had charge of the range, and all instruction and instructors in ordnance and

gunnery including Chemical Warfare. Nearly a year ago, I was transferred to San Francisco for sea duty. There I learned that Gunners were the forgotten men in the Coast Guard. It seems that if a ship is under a certain tonnage, the most it rates is a Chief Gunner's Mate. If it is over that tonnage, it must have at least a Lieutenant Junior grade aboard. I know of no ship in the Coast Guard today that rates a Gunner according to compliment lists. We did have a few 327 foot cutters with Gunners aboard, but they are now flagships, stripped of most of their armament and also their Gunners. While in San Francisco, I was given a job of handling ships crews before they went aboard newly commissioned vessels. I had five hundred men in my crew and only one Yeoman and a couple of Boatswain Mates to help me get them off to various schools and classes, straighten out their health and allotment records, keep them out of trouble if possible, and get them out of trouble when they ran afoul some military or civilian regulation. With these duties I was kept busy all day, and many times well into the night. After a few months of this work, I talked my way on to a 165 foot cutter which I mistakenly thought was heading out. Later I learned that it was only a coastal patrol vessel. In San Diego I swapped with another fellow and got aboard a F.S., (175 foot freighter). On this ship I went as far as Honolulu, but was quickly yanked off by the Commanding Officer of this district because of my rate. I put in for duty in the Philippines, but was sent to the Island of Maui in the territory of Hawaii, where I'm now stationed.

Maui is the second largest

island in the Hawaiian group. The place is studded with mountains from 7,000 to 12,000 feet high. Some of them have never been scaled by experienced mountain climbers. They tell me that the world's largest extinct volcano is located here. The weather is unique in that inland and in the mountainous areas it rains nearly every day, the annual rainfall being in the hundreds of inches. On the coast, many times only two or three miles away, it rarely rains, and all crops have to be irrigated.

There are about an equal number of Hawaiians and Japanese people on the island, with a small number of Chinese. Very few whites are permanent residents. Sugar and pineapple are the only industries on the island. I am told that the workers are paid from twenty-five to thirty cents an hour on these plantations. The owners also furnish their employees homes or living quarters. Of course, these places in which the natives live can by no stretch of the imagination compare with American homes. However, they are adequate to protect their occupants from the elements. The people seem very happy, and evidently get along admirably on their small salaries.

Stationed on this base there are Marine, Army, Navy, Seabee, and Coast Guard personnel. It is a marvel to see how well they all work together. I am told that there hasn't been a serious argument between any of the men in over three years. They all realize that each has a job to do, and cooperate excellently. Many of the Marines are veterans of the Marshalls, Guam, Saipan, Tinian and Iwo Jima campaigns,

but they bear no ill will toward the rest who have a relatively soft berth.

My work here is security, explosive and ordnance officer. It is interesting work, and keeps me busy. We are undermanned, and everyone works quite long hours without complaining. We have excellent recreational facilities both on the base and in the immediate vicinity. There are basketball, volley and tennis courts, baseball fields, a golf course and swimming and fishing. Movies are held on the base nearly every night. In addition, enlisted men have a beer call every evening on the base. I do a little fishing whenever I have a few hours to spare. A fellow caught a couple the other day that weighed nearly fifty pounds apiece. So far, I haven't had much luck with the big ones.

There was no cheering, back-slapping or celebrating over here on V-E day. Naturally everyone was happy, but outside of some sensible discussions of the surrender, the only impressive ceremony was the Church services that night. Just about everyone not actually on duty was there to give thanks that this war is at least half over. What the men are really waiting for is V-J day and....home. I am more than ready to become a civilian and start where leaving off in 1942. They will have to blast to get me out of Connecticut once they hand me my discharge. With its hot summers and cold winters, it is still the best place I have found in my somewhat limited travels.

In closing may I again thank you for sending Vox-Cop and your unending interest in your temporarily detached men. With kindest personal regards to you, Miss

Collins and the Department, I remain

Sincerely yours,
Edward Foremeister

Somewhere in Scotland
May 21, 1945

Dear Commissioner:

Celebration of V-E Day plus increase in the work has prevented me in answering your letter of April 30th sooner. I received it May 12th and it found me in excellent health and spirit. I hope this letter finds you in the same manner.

The first rumors of unconditional surrender, which was later denied by President Truman, reached us during the midnight shift. I was very busy trying desperately to get caught up when a mess of chimes (bell ringing) caused me to stop long enough to answer the call. Everyone was very busy at that time but when I yelled out "the war is over" they left their positions and gathered around me while I got busy trying to find out how official it was and where it had originated. The others immediately returned to their positions, grabbed phones and relayed the news to every outfit we could reach. In less than 5 minutes everyone on the post knew about it as well as our buddies stationed elsewhere. Celebrations began with liquor coming out of the darndest places you could ever imagine. By the time the denial came thru, a good deal of liquor which the boys had stored was no longer in hiding but most of it was consumed. The denial threw a wet blanket over all of us and work was resumed.

About 5:45 A.M. our time on

May 7th, I was again at work and at the same position when suddenly I received another notice saying that an unconfirmed rumor of the unconditional surrender of all land, sea and air forces of Germany had been received but to keep it as quiet as possible so as not to start another run for phones with a possible false rumor. At that time we were not very busy but it so happened the boys were busy trying to keep awake. I didn't say a word but made note of the time and set the news where I knew it wouldn't be long before one of the boys would see it. About 5 to 10 minutes later one did see it and without a word, I saw his jaw drop. Nothing was said and one by one it finally got around. While one boy read it the duty officer came in. When we got off duty at 7:30 A.M. only the men working in my department knew about it but we told the others on our shift while we were on our way to the area.

Hitting the sack for a few hours sleep before going on duty again at 5:00 P.M. the same day I couldn't get much sleep for I was anxious to hear more about it. After a few hours sleep, I got up and asked for news. "Nothing yet," I was told but I knew these boys weren't in the know of the news we had received, so I headed for the radio. At 3:00 P.M. the radio broadcast that Germany announced its unconditional surrender. When we heard this broadcast we started telling what we had heard.

On hearing these German claims the celebrations were on again, so much so that by the time the confirmation came thru a great many people were feeling pretty high. Flags and decorations were set up. Bonfires were started at

night. Scots sported kilts, while bag pipes could be heard in every section of town. Everyone wore victory pins, ribbons and carried flags. "Pubs" (bars) were open till midnight (usual closing hours 9:00 P.M.) but it was almost impossible to get in much less able to get bitters and spirits. Dancing went on till early morning hours. The floors were crowded to such a capacity that it was impossible to dance for by standing still you suddenly found yourself in the opposite section of the hall. Novelties, noise makers and streamers were distributed to all.

Civilians were given two days off with pay plus another day to be had later on. Streets were jammed with people. Everyone walked in the streets as sidewalks were packed with huge gatherings of service men and women. The civilians who volunteered to work were paid triple time for V-E Day, double time for V-E plus one and are to get three days off later also with pay. Service men and women were given two additional days off, but not my outfit as work has to go on here.

Service men and women were the happiest of the lot. A common sight was to see these men and women, walking arm in arm 16 to 20 abreast singing songs of their native lands. Sailors climbed monuments shaking hands with the statue and drinking bitters. Others seized a "bobby" (policeman) parading him down the street on their shoulders. School children were out in large groups accompanied with what seemed to be their school teachers and went merrily down the streets singing. Religious services were held everywhere.

On Mother's Day, which is not

observed here, a victory parade was held during heavy rain. Troops of all Nations who are stationed close by, paraded. One very striking thing made this parade, one I'll never forget. It wasn't the Fifth Avenue kind of parade; in fact, it was over in no time but it was very peculiar. It was led by a high Naval (British) Officer followed by the different British outfits. In the last half, the parade was suddenly brightened by the appearance of our troops carrying the one and only flag in the entire parade. "Old Glory" shone like the sun even though it was pouring rain. The following day, the local editions carried pictures and commented on the lone flag. I was told later that the band playing a military march near the reviewing stand suddenly stopped when the American flag came into view and played "Stars and Stripes Forever." Our boys plus the WAC;S were not the best outfit but were surpassed only by the Polish troops.

Today we were ordered to see a movie titled "Two down, one to go." This is a film on the point system now in effect and used to determine the possibility of men and women in the Army obtaining a discharge now that the European conflict is over. It looks very much as if it will be two to three years before I'll be returned to the States. I can't see how I can possibly get out before then. However, if I stay here on this base, I'll be perfectly satisfied to serve that time but I'm hoping it won't be that long.

Most of the G.I.'s are concerned greatly with the Conference at San Francisco and are hopeful that the punishment of War Criminals will be so severe that Japan

will think twice before continuing the war to a point where she will cause more American soldiers to lose their lives with only the final ending resulting in the fate Germany is experiencing now.

Many soldiers and prisoners of war are now seen in town. Quite a few British soldiers are being released.

The WAC I mentioned in my last letter was transferred and all I could get was her name - Alice Faye - (not the movie actress, however).

Now Commissioner, I believe I've taken up enough of your time. In closing, I'm hoping that I'll hear from you again soon. My very best regards and wishes to you, the entire State Police Department and friends.

Yours respectfully,

Maurice C. Gallichant

HEADQUARTERS, 13th AAF,
PHILIPPINES - William F. Carpenter, son of Mr. and Mrs. William L. Carpenter, 304 Windsor Ave., Wilson, was recently promoted to private first class. Private Carpenter is in the administrative section of a unit in the 13th AAF's 403rd Troop Carrier Group. Since coming overseas in April, 1944, Private Carpenter has been awarded the Asiatic-Pacific theater ribbon with one campaign star and the Philippines Liberation ribbon. Before he entered the army in March, 1943, Carpenter was employed as dispatcher with the Connecticut State Police Department, 100 Washington Street, Hartford. He is a graduate of John Fitch High School, Windsor.

HOME FROM ITALY ON FURLOUGH

My experience in combat was very short. After completing training at Camp Wheeler, Georgia I had a ten-day delay en route at home. I was to report back to Fort George G. Meade, Maryland. Two weeks there and then to Camp Patrick Henry, Virginia. Eight days and aboard ship to sail for Italy. Arrived at Naples on November 26. Immediately boarded L.C.I.'s., and sailed to Leghorne. From there we were transported approximately 35 miles inland to a replacement depot. We were there three weeks and assigned to the First Armored Division. The outfit was off the lines in a rest area a few miles from Luca.

We were in this rest area until the latter part of February and then moved up to the Front Lines. On the third day after arriving there, Battalion Headquarters issued orders for a 24 man patrol to enter German-held territory and bring back two prisoners. I was one of the men picked for this patrol as Lead Scout. We started out at sunset and headed for the line. At a house in a valley where Germans were reported to occupy at times as an outpost, seven men with a machine gun were left as security against being cut off from the rear. From there we took off and headed into Jerry Land. Approximately one mile and a half to two miles in we thought there were some Jerry installations. After thorough investigation our suspicions were found to be false. We proceeded on for some distance and found Shu Mines placed in the path we were following. Eighteen of these were dug up and destroyed so that they wouldn't cause any trouble to other patrols. These Shu Mines are placed in the ground by Jerry and covered over

by a thin layer of dirt. When they are stepped on the half pound of T.N.T., which is set off by a fuse will blow the foot off just above the ankle. After clearing these out we proceeded another 25 yards and found two large Jerry Dugouts built on either side of the path. These were investigated and nothing of value found. The Lieutenant in charge called the rest of the patrol on. Jerry had been watching us and was just waiting for the move. When he thought most of the patrol had reached this point he opened up with a machine gun. It was about 75 yards to our right and pinned us all to the ground. We managed to crawl into Jerry's dugouts but couldn't return fire for the minute we stuck our heads out he would open up with the machine gun. They fire approximately 900 rounds per minute and are very accurate. Shortly after, 15 or 20 Jerrics came up over the hill and took us prisoners.

We were taken to the Platoon Headquarters and searched. From there to the Company Headquarters where some preliminary interrogation was made. Arrangements were made to march us to Battalion and further questioning. It took us from eleven p.m., until seven a.m., the next morning to reach this place. After staying there all day we again took off after dark for a transient camp. Our Lieutenant, who was captured with us, was of Jewish birth and quite afraid of his life. He was quite worried about it and mentioned it to me several times. He and I were driven by car from Battalion to the camp. He being an officer rated transportation, and I because of a slight bullet wound in my arm, received from the machine gun fire before being captured. At the transient camp I felt very

sorry for him as the Sergeant in charge had us in his room waiting the arrival of the rest of the boys and got to talking about the Nazi Party and their ideals. He ridiculed the Jews a lot and the Lieutenant didn't dare say a word in their defense. He would look at me from time to time and it was easily seen that he was deeply touched.

We stayed here a few days and then moved to an S. S. Camp. From there I was taken to a German hospital for treatment and to have the bullet removed. It took a lot of arguing to have them consent to the hospital, but I finally won out.

I stayed in the German hospital five days and then moved to an Italian civilian hospital in Montova, which had three wards for Allied Prisoners of War. Our treatment was fair but the food was terrible. I was there for five weeks and was then taken to another transient camp in the same town. I there met the fellows who were captured with me. They had moved through several camps getting to this one. We stayed there a little over two weeks and Jerry had planned on keeping us ten more days. The Allies had started the push out of the mountains and hadn't met very much resistance. When they hit the Po River Valley, the Air Corps gave them plenty of assistance and they went through to the River very fast. Consequently, the Sunday the U. S. Troops crossed the river we were packed on unmarked buses and headed for the Alps. Most of the boys were in fear that our planes would see us and start strafing. Fortunately, they were too busy at the river to be searching for targets of opportunity and we had a safe trip. I didn't mind it very much

as I had sweated out bombings and strafing by our plane while in the hospital. During daylight it wasn't too bad as we could watch them, but at night with the hospital windows blacked out and knowing how the bombing was carried out we would get very scared. It seemed that most of the time the bombers would make the bomb run over the hospital and we would lie there tense, waiting for the first bomb to explode.

The trip took two nights, as we didn't travel day, Jerry being as much afraid of our planes as we were. We ended up in a small valley near the Town of Brunick in the Alps. It was very cold there as the winter weather stays on until the middle of June. On the first of May we almost had a blizzard, but it stopped snowing just in time.

On May 2 the order was received from the German High Command for all firing to cease in Italy. This message was read to us the following afternoon. Some fighting went on in certain sectors for a few days and the fourth of May we were liberated by an outfit of U. S. Armored and Infantry Division. It was a very happy day for all of us with much rejoicing. Two days later our trucks started us south.

At that time all trucks were going night and day keeping supplies going to the fast-moving troops. A transportation officer was constantly on the road getting trucks so we could keep moving. Whenever the trucks would reach their destination, we would unload and wait for more trucks that would be headed farther south. Sometimes our wait would be short- other times, long.

We finally arrived at Florence where we were able to get

showers and a complete change of clothing. It felt good to get clean after wearing the same clothes for months and no bathing or shower facilities. We also had some good food at the Fifth Army Rest Center Restaurant.

From Florence we left by plane for Naples. We stayed there a few days waiting for transportation for the States. The Army officials tried to get planes but a convoy had left the day before we arrived and the wait would be too long for others. Rather than wait for the planes we sailed by boat.

We arrived in Virginia on the twenty-fourth of May and were rushed through to our Induction Centers.

I am now at home spending a 60-day furlough after traveling more than 5500 miles in less than a month. It is a glorious feeling to be back and to talk to old friends and the boys at the Barracks again. My only hope and wish at present is to get my discharge upon returning to the Redistribution Camp at Lake Placid, New York on July 28.

Richard A. Schwarz
Former Radio Dispatcher
Stafford

28 May 1945
Camp Polk, La.

Dear Sir:

I received your letter while in the field and this has been my first opportunity to do anything about it. Please pardon the delay.

Yes, I assure you, men in the Army do have time for relaxation, especially the Engineers. In fact, West Point owes its origin to the Engineers, thanks to General Washington.

At the present time I am in

the Water Purification Section. The work there is equally as important as communications. I am not so very fond of the southeast, but then who could ever forget that little northwest corner of Connecticut.

I am just waiting until I can bury myself in a real old-fashioned snow bank.

With kindest personal regards to you all.

Sincerely,
Cpl. Ray Conklin

Sgt. Charles D. Strouse, U. S. Army, formerly radio operator at "H", went into the armed services in March, 1943, was assigned to a combat engineer regiment, and took basic training at Camp Shelby, Mississippi. By virtue of the fact that he was the only "buck private" in the regiment that had a Federal Communications Commission Radiophone License, he immediately had a lot of radio matters referred to him. This was a start, and from Camp Shelby he was sent to the Carnegie Institute of Technology in Pittsburgh. After taking a radio course there he had more engineer training, and then was sent to Fort Monmouth, New Jersey, for six months of code schooling with the Signal Corps. Out of a class of approximately 100 he was one of five top-ranking men selected for an Amphibious Engineer Unit, and was sent to a Navy Training School in New York. As a result of this training he was assigned to an Army ship as a radio technician with the grade of Technical Sergeant, and is now at sea.

Vox-Cop sends congratulations with good wishes for a speedy victorious return.

Commissioner Greet's Our Old Friend "Willie"



William Maletich was employed by this department as assistant to Chef Manuel Zervos at Station "H" from November 20, 1940 until February 1, 1942, when he resigned to do defense work at Colt's Patent Fire Arms Manufacturing Company.

He enlisted in the Navy on July 11, 1942. After training at Newport he was assigned to the U.S.S. EGERIA (ARL8). His first trip was to Bermuda. Then he took part in the invasion of North Africa and in the South Pacific theatre in the invasion of the Solomon Islands and of the Gilbert Islands. His next ship was the U.S.S. EGERIA (ARL8). On that ship he participated in the Guam and Tinian invasions; in the struggle for Lady and Luzon Islands in the campaign for the liberation of the Philippines; and last, in the struggle for Amerada and Okinawa. He is now home on a well-deserved furlough for 30 days.

COMMENDATIONS

VOX-COP

PAGE I

JUNE 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.

Shortly before midnight of May 23, one of the large First National delivery trucks made an unloading at one of the company's stores in Norfolk. When finished the driver in his haste struck a fire hydrant breaking it off at the ground. Leaving the scene without report of the damage to local authorities or to his employers the driver evaded responsibility. Next morning Canaan station received such a complaint and Officer Ralph DeRienz was assigned. His search of the immediate accident area disclosed a driver's cap on which was pinned a union button. With this lead Officer DeRienz proceeded to find the owner of the cap - and when located he offered the well-known and worn out excuse - "someone stole it" - and then upon admitting his guilt was presented to the local court and fined \$50.00.

May 1st is a historic date. This year proved it to be a sad and fateful day for a certain Mrs. V. of Norwich, when Officer John H. Smith was assigned to investigate an evading responsibility case which happened on the Thames River Bridge. A Mrs. A of Eastern Point, and owner of a black colored sedan, called at Station "E" about 10:00 P.M. May 1st and complained of damage to her automobile by a sideswiping collision with another eastbound car which failed to stop and con-

tinued onward taking advantage of the heavy rain and poor visibility. The weather handicap didn't prevent Mrs. A. giving chase for a short distance but long enough to enable her to obtain the registration numbers of the fleeing "hit and run lady." Officer Smith with this information journeyed to Norwich and upon approaching the address of the registrant observed a woman within and near the lighted window eating and apparently composed. As he drove nearer to the driveway the woman quickly disappeared from the table and from view of the window. He then located her car and went into the house to question the suspect. Other members of the household informed him that she had retired for the night. He sent them upstairs to have her dress and come downstairs for interview. She refused to do so and he called to her from the bottom of the stairs warning her as to consequences. She yielded, came down and for the time being did not make any incriminating statements. Leaving her, Officer Smith again went to her car and on a more minute inspection of her green colored car found ample evidence of a sideswipe collision with a black car. Returning again to the house Officer Smith found the "lady" had disappeared from the premises in a heavy downpour of rain, taking her children with her. He searched the neighborhood, located her in a nearby

C O M M E N D A T I O N S

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residence more or less hysterical and found it necessary to administer first aid to her. Further inquiry revealed that she had been driving on a limited operator's license and on May 1, 1945 had obtained restoration of an unrestricted license.

Officer Smith took samples of the original paints of both cars in addition to a sample of the green paint found on the side of the black car and a sample of the black paint found on the side of the green car. These scrapings were placed in sealed and marked envelopes and delivered to Professor Yates, Chemistry Division, Connecticut University. Examined spectrographically and by analysis it was soon learned that some of the scrapings were chromium which is one of the basic ingredients used in the making of green paint and lacking in black paint. Officer Smith succeeded also in finding evidence of Mrs. V. being in New London on the day in question. A lengthy trial resulted in conviction. The presiding judge complimented Officer Smith and the record of the trial reflects the following statement made by the attorney for the defendant: "If the State is going to continue with this type of investigation in such cases accused persons will be foolish to hire lawyers."

A "once-in-a-lifetime" series of coincidences led to the arrest of four delinquents and recovery of a stolen car by Trooper Ed Higney last week, with the culprits delivering the evidence to his front door on Whitney Avenue, Mt. Carmel.

Officer Higney was in the process of getting out of bed around 11:00 A.M. and happened to notice

a car pull up in front of his house. At the time he gave the matter no thought even tho the occupants were apparently strangers. His copper's instincts and suspicions were aroused, however, when he discovered the driver casually wiping the handles, doors, steering wheel and dashboard with a rag, before setting off down the street with his two male companions and a girl.

Suspecting that the quartet were attempting to eliminate fingerprints, Officer Higney donned his uniform over his pajamas and overtook the four young culprits a block away. Upon being questioned, the driver claimed the car belonged to his brother-in-law and that he and his friends had run out of gas and were about to get more. Higney, however, detained them long enough to put in a call to Station I on a long shot and discovered his hunch had hit the jackpot! The car was on the stolen list, having been reported in at 6:30 A.M. from Bridgeport as missing since 11:30 the night previous. Faced with this evidence, the four readily admitted their guilt and related a tale of flagrant joy-riding all night. "Graduates" of a Reform School, they had visited their Alma Mater in an attempt to get a buddy a few hours' freedom to join them. Failing in this, the quartet, all of Bridgeport, spent the night in the car in the yard of the reform school. In the morning they proceeded on toward Bridgeport where they had the misfortune to run out of gas in front of an alert state-copper's house. It's a story that might never have happened if Ed hadn't picked that time to get up just when a car stopped in front of his house.

Lieut. John J. Teufel, AMG Officer, Police Captain Here, Dies In Reich

GREENWICH TIME

Head Of Detective Bureau, 42, First Policeman Lost

First Lieut. John J. Teufel, AUS, former Captain and head of the Detective Division of the Greenwich Police Department, died in Germany on V-E Day, May 8th, according to a telegram received this morning from the War Department in Washington by his wife, Mrs. Anne C. Teufel, of 180 Mason St.

Lieut. Teufel, connected with the Special Reserve section of the Allied Military Government, was 42 years old. He joined the armed services on Sept. 28, 1943 and was commissioned a First Lieutenant as a "qualified public safety expert."

He reported for duty at Fort Custer, Mich., Christmas Day, 1943. During a year overseas, he served in England, France, Belgium and Germany.

Policemen Weep

News of Lieut. Teufel's death today left Greenwich officialdom stunned. Case-hardened policemen, who knew "Johnny" through his entire career from the days he pounded a beat as a rookie policeman in 1926 to his rise in police and Federal Bureau of Investigation circles, wept openly.

No details of how Lieut. Teufel met death were contained in the telegram from the War Department. The telegram, notifying Mrs. Teufel of his death in Germany, said "further details and letter will follow."

News of receipt of the telegram by Mrs. Teufel was brought to Police Chief John M. Gleason at 9:55 a. m. Together with Capt. David W. Robbins, Chief Gleason sped to Mrs. Teufel's home. Twenty minutes later Chief Gleason announced to the department that Lieut. Teufel died in Germany.

The police department will observe a 30-day period of mourning



Lieut. John J. Teufel

for Lieut. Teufel. His death was the first in World War II among 19 Greenwich policemen in the armed services.

Lieut. Teufel was appointed to the town police department in June 1926, by the late Oscar D. Tuthill, then first selectman. His first assignment to duty was at Island Beach. During the following years, Lieut. Teufel rose to become one of the most outstanding policemen in the history of the Greenwich department. His hosts of friends, locally and nationally, came from all walks of life.

On June 1, 1927, Lieut. Teufel was made a member of the borough police department by Warden J. P. Crosby. He was assigned to patrol duty in the borough. He was made a traffic officer in 1929 and was assigned to street intersections in the center of Greenwich.

Lieut. Teufel was selected to attend the New York City Police School in 1930, from where he was graduated. On his return to Greenwich, he was assigned to the motorcycle patrol.

Made A Detective In '33

He was transferred to the Detective Division in 1933 and was made a Detective-Sergeant on Jan. 1, 1934. He attended and was graduated from the National Po-

lice Academy of the Federal Bureau of Investigation, Washington, D. C., in April 1938.

He was elected the first president of the Greenwich Police Social Club, Inc., when it was organized in 1930 and was reelected in 1940.

Lieut. Teufel was former president of the Connecticut Chapter, F. B. I. National Police Academy Associates and former treasurer of the Westchester County Identification Officers' Association.

He was credited with "breaking" some of the most difficult cases in Greenwich police history. While on duty, he was shot and wounded by a bandit at the rear of Byram School in December, 1930. The bandit was captured and is now serving from 45 to 75 years in State Prison.

Honored At Dinner, '41

More than 150 town officials, police officials and friends from throughout this section of the country attended a testimonial dinner in his honor in Greenwich in April, 1941.

At the outbreak of World War II, Lieut. Teufel was summoned by the F. B. I. for possible war duty in their ranks. Lieut. Teufel, after consideration, decided to "stay on the job" in Greenwich.

Later, however, as the Federal Government announced its plans for the Allied Military Government Division, Lieut. Teufel expressed a desire to enter service, telling police associates and friends "it will be a wonderful opportunity to serve and do my bit."

He applied for service in the Special Reserve section of the Allied Military Government and was commissioned a first lieutenant on Sept. 28, 1943.

Lieut. Teufel is also survived by a daughter, Jane Anne; a sister, Mrs. Edward L. Tierney, of Greenwich, and his mother, Mrs. Della M. Teufel, of 80 Greenwich Ave.

Black crepe was draped over the entrances to the police building today as the department went into mourning for Lieut. Teufel.

TOWN OF GREENWICH
CONNECTICUT

June 5, 1945

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

DEPARTMENT OF POLICE

Dear Commissioner Hickey:

The kind words and thoughts expressed in your recent letter to me regarding the death of John J. Teufel, Captain and Commanding Officer of our Detective Division in Greenwich were most touching. As you can well imagine, Captain Teufel's death was a terrific shock to us all and I feel that the Community as well as our Department has lost a fine citizen and a loyal, conscientious, and intelligent worker.

John came to the Greenwich Police Department on June 15, 1926 and had an excellent record of progressive promotions when in March 1941 he attained the rank of Captain of Detectives. He conducted investigations of most major cases handled by this Department for ten years previous to entering the Armed Service.

Captain Teufel joined the Allied Military Government Division of the United States Army with the rank of First Lieutenant in December 1943, leaving his home and security to give others the benefit of his experience in police techniques.

His death in Germany on V-E Day is the greatest blow that this Department has suffered throughout the war. We are not quite able to bring ourselves to the realization that he will not be back with us leading his division in their important work.

His many friends and acquaintances throughout law enforcement in Federal, State and Municipal Departments is a testimonial to his affable, friendly spirit.

I wish to thank you and your entire Department and all others in Connecticut law enforcement who were so kind in attending the Memorial Mass which was given for Captain Teufel on Saturday, May 26, 1945.

With kindest personal regards, I remain,

Most sincerely,

John M. Gleason
John M. Gleason
Chief of Police

JMG:jac

In Memoriam

VOX-COP

JUNE 1945

Anne Davella - Identification Bureau

On December 26, 1939 Anne Davella entered the employ of the State Police Department as a clerk-typist in the general office. She was transferred to the Identification Bureau where for a time she did work pertaining to missing persons. She was then transferred to the general correspondence section of the Identification Bureau.

Anne was a very conscientious and efficient employee. Despite her retiring nature she made a host of friends. She had a rare sense of humor and could both tell and take a joke. She was exceptionally devoted to her family - to her father, to her mother who died a few short months ago, to her sisters, and to her soldier brothers long since gone overseas.

For several weeks she had not been feeling well and was finally forced to take a brief leave of absence. Returning before that had expired she managed to keep working until a few days before her unexpected death in the Meriden Hospital.

We were all deeply shocked and grieved at her untimely passing. To her sorrowing family we extend our deepest sympathy.

"She is not dead, this friend; not dead
"But, in the path we mortals tread,
"Got some few, trifling steps ahead,
"And nearer to the end.

"So that you, too, once past the bend,
"Shall meet again, as face to face, this friend
"You fancy dead."

Taps

*Life's sunset colors have faded
for comrades listed here
They have passed into the light
that lies beyond those shadows.*

Pearle Edward Roberts; residence, Norwich; fatally injured in fall from motorcycle November 25, 1922. Appointed August 14, 1922.

Bartholomew M. Skelly; residence, Naugatuck; fatally injured in fall from motorcycle November 15, 1925. Appointed August 6, 1923.

Irving H. Nelson; residence, New Haven; shot and killed on motorcycle pursuing bandits April 6, 1928. Appointed March 10, 1925.

Lloyd George Eukers; residence, Hartford; fatally injured in motorcycle collision July 21, 1928. Appointed September 1, 1926

Stanley H. Hellberg; residence, New Britain; fatally injured in fall from motorcycle June 1, 1929. Appointed May 6, 1929.

Leonard H. Watson; residence, East Canaan; fatally injured in fall from motorcycle October 22, 1932. Appointed August 10, 1925.

Charles F. Hill; residence, West Haven; fatally injured while directing traffic November 6, 1941. Appointed May 6, 1929. Appointed Sergeant August 1, 1939.

Edward P. Jesmonth; residence, Hartford; fatally injured in an automobile accident July 20, 1943. Appointed August 1, 1941.

Kenneth W. Stevens; residence, Enfield; fatally injured in boat accident in the performance of duty June 9, 1944. Appointed July 20, 1927. Appointed Sergeant, August 1, 1939. Appointed Lieutenant October 1, 1941.

John Butler; residence, New Britain; killed in action World War II, April 1944. Appointed radio dispatcher, September 15, 1941.

APPRECIATION

LETTERS

VOX-COP

PAGE I

JUNE 1945

Stafford Springs, Connecticut
June 12, 1945

Commissioner Edward J. Hickey
State Police Department
Hartford, Connecticut

Dear Mr. Hickey:

In the observance of Memorial Day at Stafford Springs and Union, Connecticut, during the past month the Phoenix Liberty Band was chosen to assist the American Legion and Veterans of Foreign Wars. Not having a Drum Major to twirl the baton, we appealed to Lieut. Harris J. Hulburt to grant us the services of Trooper John Yaskulka, located at Substation C. Our urgent appeal having been granted, we wish to take this opportunity to extend to you, his Commanding Officer, our heartfelt thanks.

As you may already know, Trooper Yaskulka proved his worth as a baton-twirling Drum Major and with his six feet plus rendered the Phoenix Liberty Band an added dignity and martial appearance. He was formerly a Drum Major at Broad Brook, Connecticut, where he always gave a meritorious performance.

For twenty-eight consecutive years, the Phoenix Liberty Band from Stafford, Connecticut, has been chosen to assist in rendering martial airs and funeral marches in the visitation of the six local cemeteries. After a short serenade at the Johnson Memorial Hospital on East Street, the customary march is made through the down-town section to the soldiers' monument at Hyde Park.

The full band comprises twenty-five members, but as we have one gold star and eight silver stars, due to the present world conflict, our ranks showed the thinning process which the "call to duty" has necessitated. Our Honor Roll strengthened Uncle Sam's Armed Forces. It is needless to say that we are grieved over the loss of a devoted bandman. We patiently carry on, trusting in an early culmination to this ruthless world conflict.

May our "thank you" carry its full significance to the Connecticut State Police Department.

Sincerely yours,

Gilbert A. Wagner, Business Manager
George Benzel, Conductor

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NEW HAVEN
Chamber of Commerce

Dear Commissioner Hickey:

June 11, 1945

Rather belatedly I write to you to express the congratulations of the New Haven Chamber of Commerce for the part you played in the program that resulted in Connecticut winning the grand prize in the National Traffic Safety Contest for 1944. It certainly is a splendid achievement at any time when a state as small in size and population as we are outdoes the other forty-seven states in any kind of competition. I think it is all the more remarkable in a contest of this kind held in war times and under war conditions when motor vehicles do not have the care and attention of normal times.

Another thing that particularly appeals to me in this award is the spirit of teamwork between the various state departments and other agencies, all working as one to better educate the public to the dangers and hazards of traffic. It was a grand job and you and all the others who worked so hard and diligently to make this possible are to be commended.

Again, the thanks and congratulations of the New Haven Chamber of Commerce for such an outstanding job and for such a noteworthy public service.

Sincerely yours,
Charles A. Williams
President

HUDSON AMERICAN CORPORATION

My dear Commissioner Hickey:

May 31, 1945

On Monday, May 28th, 1945, Lieut. Walter Boas and Mr. Frank Bramley gave us considerable assistance by describing and demonstrating the behavior of the F. M. communication system as used by the Connecticut State Police.

It is desired to express our appreciation for the efforts of these men and for the information made available to us. A great deal of credit is due to the officers and men of the Connecticut State Police for the degree to which the communications have been developed. Operationally and technically a high degree of efficiency is obvious.

We expect to complete development of communication equipment for slightly different purposes in the near future. If there is any way in which we can assist you, please feel assured that we will be glad to do so.

Very truly yours,

G. L. Tawney
Development Engineering Department

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JUNE 1945

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East Rocks Road
Post Office Box 683
Norwalk, Connecticut

Hon. Edward J. Hickey, Commissioner
State Police Headquarters
Hartford, Connecticut

June 12, 1945

Dear Sir:

Due to my absence on business I am making this rather belated acknowledgment of the very efficient attention and cooperation which was extended to me by your Department in apprehending the person who was responsible for the unauthorized cutting and removal of trees from my property.

Officer Fred Virelli who was assigned to the case not only responded promptly but also lost no time in running down the guilty individual. As a newcomer to Norwalk the assistance extended to me in this case caused me to feel not only impressed but to likewise feel a sense of assurance in enjoying that measure of protection that one often looks for but seldom finds.

I would appreciate your making my feelings known to Officer Virelli and extending to him my sincere thanks.

Very truly yours,

Walter E. Smith

OFFICE OF INTER-AMERICAN AFFAIRS
Washington, D.C.

Dear Commissioner Hickey:

April 24, 1945

Just before Mr. Rockefeller left for the San Francisco conference he asked me to write you and thank you for the generous and efficient treatment we both received from your Department on our recent visit to Connecticut. This is not limited to the excellent job of getting us around to various places on time, but includes the wonderful steak luncheon we had at your local barracks with the Governor. I should like to particularly commend Jesse Foley for his continual helpfulness and never failing courtesy.

I had ample evidence of your Department's efficiency last May when I was a guest of your State and this most recent trip certainly proves the quality of its service to the people of Connecticut is still unimpaired.

Sincerely,

Victor Borella
Executive Director

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PUTNAM WORSTED MILLS, INC.

Dear Mr. Hickey:

June 1, 1945

I am writing you this letter to congratulate your department in the wonderful work that they have done to clear up the cattle dealers in the State of Connecticut.

Primarily I am not a farmer, but for a hobby, I have 35 to 40 head of cattle, but in 1943 and 1944 I must have spent between \$10,000 to \$15,000 to learn a lesson which I can assure you I will never forget with cattle dealers.

Some time ago I met your Captain Carroll through an officer called Charles Heckler and I think both of them are deserving of a lot of merit. I know Officer Heckler quite well and I can assure you that if all your departments are made up of such men as Captain Carroll and Officer Heckler the state of Connecticut would be a paradise to live in.

I have talked to Mr. Barber, Commissioner of Cattle in R. I., since the state police have come into this matter and I can assure you that they think very highly of the state police of Connecticut.

I feel you should be very proud to have men the type of Captain Carroll and Officer Heckler as they are both deserving members of your department.

Very truly yours,

Raoul E. Laime

LIFE INSURANCE SALES RESEARCH BUREAU
Hartford, Connecticut

Dear Commissioner:

May 29, 1945

It is always pleasant to write letters of commendation and this morning I am prompted to send you a note in regard to a member of your staff.

Some weeks ago Mrs. Holcombe and I discovered that the rhododendron trees which she planted a dozen years ago had been dug up and removed. Because we had had a favorable experience with the ability of Officer Parrott in Pine Meadow, I called him. All that I was able to tell him was the location from which the shrubs had been taken but in a few days he called me and indicated that he had developed the case in an interesting but tentative fashion.

The day before yesterday he called on me again and showed so much ability as well as so much desire to be of help to us that we are extremely happy to write you about this.

I have had occasion to call on your force several different times for minor matters at our place in New Hartford, and in each case they have done an extremely good job.

With best wishes, and warmest congratulations, I am

Yours very sincerely,
John Marshall Holcombe, Jr.

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NIANTIC METHODIST CHURCH

Niantic, Connecticut

Commissioner Edward J. Hickey
State Police Headquarters
Hartford, Connecticut

June 19, 1945

Dear Sir:

I wish to express my very sincere appreciation for the help given to me, and to my Church, Sunday May 20th, last.

I was taken suddenly ill on Saturday May 19th, and after telephoning every one that I could think of, and finding ourselves unable to secure a "supply preacher" at such short notice, Mrs. Bisbee called Trooper Goodale. He was most considerate, and through his cooperation we secured Trooper Osmus Avery as our guest speaker at the morning hour of worship.

Trooper Avery's address was very much appreciated by all who were present, and I express not only my personal thanks, but the gratitude of the entire Church.

We feel that the people of Connecticut have a right to be very proud of their State Police Personnel.

Sincerely,

Joseph G. Bisbee

CONNECTICUT SETS
PATTERN IN SAFETY

(Herald Tribune)

Highway safety records established by Connecticut, which have led twelve eastern States and the District of Columbia for four years, were cited yesterday by Carroll E. Mealey, director, Eastern Region, National Safety Council, as patterns for post-war protective programs in this country. He warned that plans should be adopted immediately to conform with a traffic upswing expected this summer after the increase in gasoline rations.

Mr. Mealey forecast a heavy-toll by accidents unless road safety received prime consideration among the many reconversion

and reconstruction programs. The below-standard condition of thousands of vehicles, he asserted, offers a total of potential hazards unequaled in the history of motoring.

Mr. Mealey cited as evidence of a sustained effort throughout the year, and a balanced safety program, the fact that Connecticut mileage death rate had dropped 10 per cent in twelve months.

"One of the most unfortunate problems which now confronts virtually the whole country," he said, "is a lack of trained enforcement personnel. Motorists have grown lax during a period when there was a scarcity of police to patrol the routes and this is a habit that must be corrected."

APPRECIATION LETTERS

VOX-COP

June 1945

Ford Motor Company

3000 SCHAEFER ROAD

DEARBORN, MICHIGAN

May 28, 1945

Commissioner Edward J. Hickey
State Police Barracks
Station G
Westport, Connecticut

Dear Commissioner Hickey:

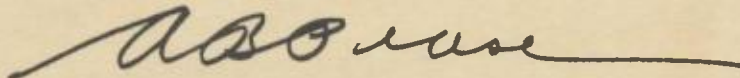
You may remember the writer, as I was branch manager of the Ford Somerville plant from 1932 to 1941, and very much enjoyed relations with the Connecticut State Police during those years.

We were always very proud of the fact that Connecticut State Police had chosen Ford cars, and we got a tremendous kick out of seeing the front page of the Saturday Evening Post for March 24th. Your cooperation in making this picture possible was greatly appreciated, and we want you to know we appreciate the splendid business relations we have had with your department.

It is always easy and a real pleasure to service the Connecticut Police cars because of the very efficient manner in which their operation is handled within the department.

Kind personal regards.

Yours very truly,
FORD MOTOR COMPANY



A. B. Pease
Assistant Director of Sales

ABP:hh

Connecticut State Police

PRESENTATION OF
MERITORIOUS AWARDS

To
OFFICERS AND STATION COMMANDERS

JUNE 9, 1945

AT

HEADQUARTERS

Organ Prelude

Hon. Walter G. Dawley

Solo - GOD BLESS AMERICA

Officer Fred B. Feegel

(accompanied by Mr. Dawley)

Presentation of Awards for Meritorious Service to

OFFICER LOREN C. LARSON

OFFICER KEVIN L. McDONALD

Presentation of Awards for Efficient Station Service to
Commanding Officers Representing Men and Stations

Solo - THE LORD'S PRAYER

Officer Fred B. Feegel

(accompanied by Mr. Dawley)

DEPARTMENTAL TRIBUTE

Finale - NATIONAL ANTHEM

Awarded To
Stations
At

STAFFORD SPRINGS
and
DANIELSON



Awarded To
Stations
At

RIDGEFIELD
and
BETHANY

Awarded To
Stations
At

CANAAN
STAFFORD SPRINGS
DANIELSON



Flown Now
By
Stations
At

RIDGEFIELD
CANAAN
STAFFORD SPRINGS
DANIELSON
GROTON
WESTPORT
BETHANY

AWARD PRESENTATIONS



Officers Kelvin L. McDonald and Loren C. Larson Awarded Citations
for Meritorious Service

SONS OF LATE OFFICERS MEMORIALIZED BY SERVICE AWARDS
ARE PRESENT DURING CEREMONIES



Richard E. Stevens



Charles F. Hill Jr.



Howard A. Nelson

P R E S E N T A T I O N O F A W A R D S

VOX-COP

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JUNE 1945

RECORDING OF PRESENTATION OF AWARDS AT HEADQUARTERS, HARTFORD

June 9, 1945

(Commissioner Hickey presiding)

As most of you know, the Connecticut State Police Department, through a Board of Awards consisting of departmental executives, recognizes outstanding performance of duty, and in so doing bestows upon members of the force citations and emblems known as awards for Valor, Bravery, Meritorious Service, and Honorable Mention. Presentations today will be for Meritorious Service.

We are all honored in having such a fine group of officers, employees, and friends of the Department with us this morning to witness these ceremonies and to join with us in paying tribute to the officers and men who are putting forth their best efforts to uphold the traditions and splendid reputation of this Department.

The departmental citation for Meritorious Service is for services rendered in the line of duty where the officer, because of his vigilance and perseverance, performs a difficult task in which crime is prevented, life and property protected or criminals apprehended.

The two officers to be cited this morning are from Station "K" Colchester. Officer Kevin McDonald and Officer Larson, will you please step forward with your commanding officer, Lieutenant Schwartz.

PRESENTATION OF CITATIONS FOR MERITORIOUS SERVICE
(Commissioner Hickey reads the awards)

For quick thinking, prompt action and utter disregard of personal safety which undoubtedly saved a brother officer and himself from being killed or seriously wounded by an armed maniac (Case K-572-Z).

Officer Kevin Lawrence McDonald and Officer Loren Carl Larson were assigned to transport Paul Biladeau, a mentally ill person from his home in Columbia to the Norwich State Hospital. Biladeau became violent while being removed to the officer's automobile. Whipping out a gun he pointed it at Officer McDonald. Officer Larson struck at Biladeau's arm, deflecting the bullet, and fell down with Biladeau on top. The gun was taken from Biladeau by Officer McDonald at great personal risk. Biladeau immediately drew another gun, and it took the combined strength of the two officers to subdue and search him. The second gun, a third, and other weapons were taken from the person of Biladeau by the two officers. All three guns were fully loaded and ready for action.

Officer Kevin Lawrence McDonald and Officer Loren Larson deserve praise for their courage in taking the guns from the madman and for their assistance to each other in subduing him and disarming him completely.

P R E S E N T A T I O N O F A W A R D S

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JUNE 1945

We hereby commend both officers for fearlessness and alertness and award them the State Police Citation and Emblem for Meritorious Service.

By Board of Awards, Connecticut State Police Department

Edward J. Hickey, Commissioner
Frank M. Nichols, Major
Walter F. Stiles, Captain
John C. Kelly, Captain
Leo F. Carroll, Captain
William L. Schatzman, Captain
Willard E. Bushy, Lieutenant

Officer McDonald, on behalf of the Board of Awards, I am pleased to present this medal to you and the Citation for Meritorious Service.

Officer Larson, on behalf of the Board of Awards, I am pleased to present this medal to you and the Citation for Meritorious Service.

Congratulations to you both! We are very happy to have members of your respective families here for today's ceremonies.

And to the Commanding Officer at Station "K" - Lieutenant Schwartz - duplicates of these citations for both officers are also presented for display at Station "K".

PRESENTATION OF EFFICIENCY CITATIONS

The State Police Department further recognizes the efficiency of and the exceptional service performed by the rank and file of the Department, especially in the field. Today, for the first time, we are making awards to the rank and file of several stations in recognition of exceptional and efficient police service. These are known as Memorial Awards and are given in the names of officers of the rank and file killed in the discharge of police duties or who lost their lives in the performance of duty. The first of these to be presented today is the Officer Irving Howard Nelson Memorial Award.

Officer Nelson, appointed to the Department on March 10, 1925, was shot and killed pursuing armed bandits in Pomfret on April 6, 1928. This award is in recognition of exceptional service rendered in the solution of depredations, and is given to the commanding officer and personnel of Station "I" Bethany, for the quarter year ending March 31, 1945. Lieutenant Smith, please step forward with Officer Pethick, who is representing the officers of that station. Lieutenant Smith, I am honored to present to you and the members of Bethany Station the Irving Howard Nelson Memorial Award. Please arrange for its display at Station "I" for the benefit of all who are attached to the station or who call there, and extend the congratulations of the Department to the Station personnel.

P R E S E N T A T I O N O F A W A R D S

VOX-COP

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JUNE 1945

Another award is that known as the Sergt. Charles Francis Hill Memorial Award. Sergeant Hill, appointed to the Department on March 6, 1929, was struck and killed by an automobile while enforcing motor vehicle laws in Norfolk on November 6, 1941. In recognition of efficient enforcement of the motor vehicle laws, this award is given to the Commanding Officer and personnel of Station "B", Canaan, for the quarter year ending June 30, 1944. Strangely enough, this is the station to which Sergeant Hill was assigned and from which he was working on the night he was killed. I will ask Lieutenant Brandt to step forward with Officer Buffa from Station "B" to accept this recognition. Lieutenant Brandt and Officer Buffa, will you please extend to the personnel at your station our congratulations and place this award on display in that station.

The third award for exceptional and outstanding service is that known as the Lieut. Kenneth Wilcox Stevens Memorial Award. Lieutenant Stevens, appointed to the Department on July 27, 1927, met his death in the performance of his duty on the Connecticut River near Deep River June 9, 1944. Lieutenant Stevens served the State Police Department for a number of years at Stafford Springs Station as a patrolman and as a sergeant. I will ask Lieutenant Hulburt to please step forward with Officer Yaskulka as representatives of that station. Lieutenant Hulburt, I want to extend congratulations to you and to the men of Station "C" in obtaining this award, and I also want you to prominently display this certificate of award at that particular station, Station "C", which meant so much to Lieutenant Stevens.

Station "C" also has the distinction of winning one of the other awards for exceptional service. Station "C", for the period ending September 30, 1944, has earned the right to possess and display the Sergt. Charles Francis Hill Memorial Award in recognition of exceptional enforcement of the motor vehicle laws. This award is also given to the commanding officer and personnel of Station "C" at Stafford Springs.

For the period ending June 30, 1944, the Officer Irving Howard Nelson Memorial Award has been earned and is given to the commanding officer and the personnel of Station "A", Ridgefield in recognition of exceptional service rendered in the solution of depredeations. Lieutenant Tucker and Officer Dunn, will you please step forward. Lieutenant Tucker, this Officer Irving Howard Nelson Memorial Award is given to you for display at your station. Please convey to the officers attached to that station our sincere congratulations. Station "A" also for the period ending September 30, 1944, is again awarded the Officer Irving Howard Nelson Memorial Award in recognition of exceptional service in the solution of depredeations. This is the second Officer Nelson Award that your station has earned, and our congratulations to you and your officers.

Please note again that Station "A" has earned another award, the Officer Irving Howard Nelson Memorial Award, for the period ending December 31, 1944, in recognition of exceptional service rendered in the solution of depredeations. Lieutenant Tucker, the officers and men of Station "A" have the exceptional distinction of winning these three awards in three consecutive quarters. Again, congratulations!

P R E S E N T A T I O N O F A W A R D S

VOX-COP

PAGE 8

JUNE 1945

The next awards are four awards to the one station, thus going one better than Station "A". These four awards have been won by Station "D" under the command of Lieut. Victor J. Clarke, whom I ask to step forward with Officer Heckler to receive these honors.

The first one. Lieutenant Clarke, is the Sergt. Charles Francis Hill Memorial Award in recognition of exceptional enforcement of the motor vehicle laws. This award is given to the commanding officer and personnel of Station "D", Danielson, for the quarter year ending December 31, 1944. Congratulations, sir!

The second award is the Lieut. Kenneth Wilcox Stevens Memorial Award in recognition of efficiency in rendering police service and for the attainment of the highest rating for such service. Such award is given to the commanding officer and personnel of Station "D", Danielson, for the quarter ending December 31, 1944. Congratulations!

And again, for the quarter year ending March 31, 1945, the Lieut. Kenneth Wilcox Stevens Memorial Award is given to Station "D". Again, for the quarter ending March 31, 1945, Station "D" has earned the Sergt. Charles Francis Hill Memorial Award in recognition of exceptional enforcement of the motor vehicle laws. I congratulate you and the men at that station and am sure we shall be proud to call at that station and see all of these awards on display.

And now, officers, men and women of the State Police Department, we are signally honored here today by the presence of the families of these three brave officers as our guests. The Department is presenting to one of the representatives of each family a duplicate memorial award certificate in the name of the related courageous officer.

Capt. William L. Schatzman will present this certificate of award to the mother of Officer Irving Howard Nelson. Captain Leo F. Carroll will present the Sergt. Charles Francis Hill Memorial Award to his son Buddy, who is here today with his grandmother, Mrs. Elizabeth M. Troland, of Lebanon. Major Frank M. Nichols will present the Lieut. Kenneth Wilcox Stevens certificate to his widow, Mrs. Marcella Stevens, who is present here today with their son Richard.

And now we shall ask Mr. Walter Dawley, who is presiding at the organ, to accompany Officer Fred Feegel.

THE LORD'S PRAYER - Officer Fred B. Feegel

All present will now rise and stand at attention.

"Life's sunset colors have faded for comrades
not answering here - they have passed into the
light that lies beyond those shadows."

As a further tribute to the memory of these faithful officers who gave their lives rather than swerve from the path of duty, at this very moment officers of this department are placing wreaths on the graves of our fallen comrades.

STAR SPANGLED BANNER - Officer Fred Feegel



Connecticut Progress

Published By THE STATE DEVELOPMENT COMMISSION

May, 1945

Vol. 6 - No. 5



Line to Fly Big Post-War Planes

United Air Lines will fly 300-mile-an-hour, four-engined airliners to Hartford in the post-war period, possibly before if war-time requirements permit.

The Company already has placed an order for 50 of these huge four-engined planes at a total cost of more than \$25,000,000. This order calls for 15 Douglas DC-4 planes, the commercial version of the Army's famous C-54, and for 35 Douglas DC-6's, a new type, high-speed ship which will reduce the time of a flight between Hartford and the Pacific Coast to less than 10 hours.

The DC-6 Mainliners will have pressurized cabins to provide greater passenger comfort and to enable the planes to fly at the higher, smoother altitudes.

"United Air Lines definitely intends to include Hartford in the list of cities which will be given four-engine plane service," said C. C. Thompson, vice president of United. "Hartford is in our picture as an important eastern terminal, and we plan to give Hartford the same kind of service we give to New York, Washington, Chicago, and the other main points on our line."

United officials are hopeful that they may begin to get delivery of the four-engined planes even before the war finally ends. This, however, depends upon the military requirements, and, of course, the length of the war.

The four-engine planes will be powered by Pratt and Whitney engines and will have Hamilton Standard propellers, both manufactured in East Hartford. Both day planes and sleepers will serve Hartford, according to present plans.

In the meantime, United will serve Hartford with its standard twin-engined Mainliners.

Air Line Service To State Expands

Inauguration of the new service by air direct to the West this month marks the culmination of a long period of planning and effort on the part of the Connecticut Development Commission and other civic-minded agencies and individuals. The Commission took an active part in all stages of the planning for this new air service, and was represented at the final hearing before the Civil Aeronautics Board prior to the granting of the certificate for this operation. Francis S. Murphy, Vice-Chairman of the Development Commission, and head of its Aviation Advisory Committee, pointed out at the celebration of the opening of this new service that the Commission is also interested in other developments which will increase the modern transportation services available to Connecticut citizens and Connecticut industry.

Previously in operation, and likely to expand after the war, were the services of American Airlines with stops at Hartford, New Haven and Bridgeport, as well as service to Springfield, Mass. for connections with Boston and the West. The New Haven stops have been suspended due to war-time conditions, and flights to Springfield do not now include connections for air travel to the West, but it is expected that both services will be restored, perhaps within a few months, and that the number of flights to and from Bridgeport will be increased. Other applications for long-distance and feeder-line air service to and from Connecticut cities are pending.

Few states can match the completeness of transportation service available in Connecticut, by air, rail, road or water, and the Connecticut Development Commission is determined to keep Connecticut in the lead.

Coast Service Begun by United

Direct transcontinental air service for Connecticut was inaugurated by United Air Lines on May 1 when this pioneer air carrier began flying two trips a day between Hartford and Cleveland. In addition, United also started operating a service between Hartford and Boston.

The opening of the new service was observed with two functions, one a ceremony held at Brainard Field in Hartford upon the arrival of the inaugural flight from the Pacific Coast and the other a banquet at the Hotel Bond.

The big airliner skimmed under lowering skies and landed at the Hartford Airport in a light, drizzling rain in midafternoon on May 1. As it rolled up to its position on the ramp in front of the administration building, Mayor William H. Mortensen of Hartford stepped forward to open the Hartford ceremonies and extend the city's welcome to the plane and its crew.

He was followed by Governor Raymond E. Baldwin extending Connecticut's welcome to United Air Lines, and then Mrs. Baldwin attached a miniature state flag to the fuselage of the plane which had been named "The New Englander." C. C. Thompson, vice president, responded for United.

Governor Baldwin again was a speaker at the inaugural banquet which was held at the Hotel Bond. W. A. Patterson, president of United Air Lines, was the principal speaker. He not only pledged his company's service to the people of Connecticut but outlined the business philosophies his company has adopted in becoming a part of each community served.

"We have social as well as business

Continued on Page 4



W. A. Patterson, president of United Air Line, arrives at Hartford for the inaugural ceremonies, and is greeted by Sterling Nelson, district traffic manager.



Captain Theodore E. ("Ted") White, former Connecticut flyer, who piloted the first plane to land in Connecticut on the new United Air Lines service.



The first plane in the new airlines service which connects the state directly with the West, on the flight apron at Brainard Field, May 1.

*Views In Connection With
Direct Airline Service Connecting*



A part of the crowd which awaited the arrival of the first direct airlines flight from the West in the Administration Building at Brainard Field.



Mrs. Stanley Galpin, "first fliester" on the westbound trip, talks to Captain George Tremble and First Officer William Davis before take-off to Cleveland.



Mayor William H. Mortensen speaking at welcoming ceremony at start of new airline service; at right Mrs. Raymond E. Baldwin; center, rear, C. C. Thompson, vice president of the airline.

*With Celebration of First
ing Connecticut With The West*



Mrs. Raymond E. Baldwin, wife of the Governor, attaches a miniature Connecticut flag to the inaugural United Airlines plane at Brainard field.



Willard B. Rogers, Chairman of the Connecticut Development Commission, acted as toastmaster at the inaugural dinner at the Hotel Bond, Hartford.



Francis S. Murphy, vice-chairman of the Development Commission, and head of its Aviation Advisory Committee, shown at the inaugural reception with Lieutenant-Governor Wilbert L. Snow and Senator Leon S. RisCassi.



Governor Raymond E. Baldwin, shown above chatting with W. A. Patterson, president of United Air Lines at the inaugural reception in Hartford.

Coast Service Begun by United

Continued from page 1

obligations to perform in the communities where our planes operate," said Mr. Patterson. "Social and economic standards cannot be created by legislation but only as a by-product of business. We intend to make sure that we are good citizens of Hartford."

Francis S. Murphy, Vice-Chairman of the State Development Commission, also spoke at the banquet, which was attended by 200 civic leaders and their wives, and Willard B. Rogers, chairman of the Commission, acted as toastmaster.

The first plane to leave for the west, flying non-stop to Cleveland and then on to Chicago and the Pacific Coast, carried a full load of passengers, air mail, and express. The cargo included many war shipments from Connecticut industrial plants and also several unique packages.

One of the latter was a seedling of the Charter Oak of Connecticut dispatched by Governor Raymond E. Baldwin to Governor Earl Warren of California to be planted in the famous state capitol park in Sacramento. Three rare white orchids cultivated in Connecticut were sent to Mrs. Edward Kelly, wife of Chicago's mayor.

A huge load of cachet mail found its way into the cargo pits of the inaugural Mainliner. More than 4,000 letters had been sent to Hartford by cover collectors to be mailed on the first flight.

Many United Air Lines executives journeyed to Hartford with President

Patterson to join with Sterling Nelson, the company's district traffic manager, in acting as hosts to Hartford's leaders at the banquet.

United Air Lines starts its new Hartford service with two flights daily. The eastbound flights arrive at 2:16 p.m. and at 6:46 p.m. They depart for Boston at 2:21 p.m. and 6:51 p.m.

The westbound flights leave Hartford at 6:50 p.m. and at 10:40 p.m. The 6:50 p.m. flight flies non-stop from Hartford to Cleveland and then proceeds west to Chicago, Des Moines, Omaha, Denver, and San Francisco. It arrives in Cleveland at 10:10 p.m., Chicago at 11:30 p.m., and at San Francisco at 12:15 p.m. the following day. The 10:40 p.m. flight provides through Pacific Coast service and connections for arrival at Seattle at 6:21 p.m. the next evening, San Francisco at 4:05 p.m. and Los Angeles at 4:24 p.m.

President Patterson was effusive in his praises of the people of Connecticut for their efforts in helping United Air Lines to obtain Civil Aeronautics Board approval for the new route which by-passes New York and gives Connecticut direct air service to the west.

"It is five years since we first started our efforts to fly to Hartford," said Mr. Patterson. "I am quite sure we would not have obtained the approval to fly the route had we not had the unstinted help of the people of this community. We are grateful for it, and we shall certainly do everything in our power to justify their confidence in us."

United's original application, filed in 1940, was for the direct Cleveland-Hartford-Boston route. After a hearing, the Civil Aeronautics Board examiner recommended the application be denied, and it was suggested

that if United wanted to serve Hartford and Boston, it do so via the traditional New York gateway.

Because it wanted to come to New England, United filed a second application for a New York-Hartford-Boston route. Once again a Civil Aeronautics Board examiner recommended denial.

In the face of two examiners' recommendations that the company be shut out of New England, United prosecuted its case vigorously before the Civil Aeronautics Board and finally won the decision it wanted from the start — a certificate of public convenience and necessity for the direct route west. Throughout the proceedings, civic leaders and others in Connecticut were active in supporting United's application.

By the time the decision was handed down, however, United, like all the airlines, was short of equipment and was unable to start the service immediately. With the return of several planes from the Army this spring, it acquired the equipment necessary to inaugurate the new service with two flights daily.

It is United's plan to add schedules as equipment becomes available. "This process may be slow," explained Sterling Nelson, district traffic manager in Hartford. "With our war efforts turned to the west, priority travel will be extremely high over our routes west of Chicago. Our first obligation, of course, is to do everything we can to speed the war effort, and we can do nothing less than devote the equipment to those western flights. As conditions improve, however, we will add to the frequency of schedules serving Hartford."

Simultaneously with the opening of the new service, United opened a new ticket office in the Hotel Bond.

Don't Forget the Boys in the Pacific

SUPPORT THE SEVENTH WAR LOAN DRIVE

BUY BONDS NOW

STYLES IN CRIME

VOX-COP

JUNE 1945

BOY 16, REJECTS LIFE AS COBBLER, STEALS FOOD FOR SELF AND 4 CATS

(Herald Tribune)

A sixteen-year-old boy who ran away from home because he didn't want to be a cobbler was found by police yesterday morning in the boiler room of a Brooklyn apartment house, where he had lived for three months with four cats which he had fed generously on stolen steaks and other fine foods.

He is Philip Nicastro, son of Frank Nicastro, a cobbler, of Brooklyn. He told police that he left home rather than learn his father's trade.

Philip's philanthropies, which benefited a fourteen-year-old fellow runaway as well as the cats, ended shortly after Detectives of the Borough Park precinct, were assigned two days ago to investigate a series of burglaries of grocery stores, butcher shops and delicatessen shops.

Detectives remembering previous exploits of Philip Nicastro, including an escapade last December from Youth House, went to the basement of 1801 Fiftieth Street, Brooklyn, where Philip had hidden one other time when he ran away.

In the boiler room, sleeping on a mattress with four fat cats and another youth, the officers found Philip. Empty soda pop bottles and corned beef cans littered the floor.

Philip readily admitted that he had broken into a delicatessen store, the night before and had taken \$16.50 cash, seven ration books, twelve pounds of corned beef, some bottled drinks and spectacles. He still had the glasses and money, but most of the meat and drinks had been consumed.

In addition, Philip said, he

had taken twelve steaks from a butcher shop last week and other choice meat items from groceries and butcher shops during his three months of life away from home. He said he had cooked the steaks in the hot-water boiler and had shared all of his stolen rations with the cats. He had "adopted" the other runaway boy about a week ago.

In addition to the money, police recovered thirty whistles, stolen from a candy store; about 400 marbles and a considerable amount of candy.

Arraigned on a burglary charge Philip was ordered held in \$2,500 bail. His father said, "I can't do anything with that boy; he just won't listen to me."

KIBITZING COPS WATCH EX-CONVICTS CRACK SAFE

Yonkers, N. Y. (AP) - Two paroled Sing Sing convicts, working with new finesse acquired in a war plant, recently cracked a safe inside the Yonkers Savings and Loan office, police said, while outside four kibitzing detectives watched them through windows.

When the safe yielded its contents the detectives arrested Stanley Patrek, 31, and Joseph Stepka, 40. They had \$15,000 in their possession, police said, but denied taking it from the safe.

Detectives said the men, who had been trailed for several days, went to work in a war plant so they could add experience with acetylene torches to their bag of safe-cracking tricks.

After questioning the men, detectives raided a garage in New York city and found 50 pieces of safe-cracking equipment, valued at \$25,000.

STOP LOOK LISTEN

VOX-COP

JUNE 1945

SPEED CHECK

Compiled by

TRAFFIC SECTION

Division of Highway Control

Connecticut State Highway Department

November, 1942 to May, 1945

Date of Survey	Number Observed	Pc. 0-35	Pc. 36-40	Pc. 41-45	Pc. 46-50	Pc. 51 and over	Average Speed	Maximum Speed
Nov. 1942	2199	30.6	31.8	21.1	11.5	5.0	37.9	95.2
March, 1942	1631	30.9	35.3	22.4	8.1	3.4	37.2	64.0
May, 1943	3133	43.0	30.2	17.0	6.6	3.3	35.6	70.0
July, 1943	2412	35.9	31.2	22.4	7.7	2.8	37.0	66.0
Sept. 1943	4252	24.2	31.6	25.3	12.0	7.0	39.0	70.0
Dec. 1943	3917	24.4	33.4	26.1	11.3	4.7	38.4	77.0
Feb. 1944	3400	27.1	34.1	25.1	10.5	3.2	38.7	70.0
April, 1944	4177	27.3	33.7	24.4	9.8	4.8	38.2	76.0
May, 1944	4055	26.9	31.2	23.6	10.6	7.7	38.5	64.0
June, 1944	4213	25.5	36.7	25.4	8.9	3.5	36.0	76.0
July, 1944	4479	24.9	33.7	27.6	10.3	3.5	38.5	68.0
Sept. 1944	4375	18.7	35.1	27.7	12.2	6.3	39.2	87.0
Dec. 1944	3741	17.4	29.5	29.4	16.1	7.6	41.2	70.0
March, 1945	3372	26.6	34.2	25.3	9.5	4.4	38.3	68.0
May, 1945	4138	21.9	35.4	25.5	11.9	5.3	38.9	75.0

Total Observations 53,494

Total Average 27.02 33.14 24.46 10.46 4.82 38.31 73.08

TRAFFIC TEAMWORK TELLS

Only Enforcement Will Keep This Speed Down

ARE YOU PULLING WITH THE TEAM

(Not printed at Government expense)



United States
of America

Congressional Record

PROCEEDINGS AND DEBATES OF THE 79th CONGRESS, FIRST SESSION

Police Car Conservation and Safety Program

EXTENSION OF REMARKS

OF

HON. ALBEN W. BARKLEY

OF KENTUCKY

IN THE SENATE OF THE UNITED STATES

Tuesday, April 10 (legislative day of
Friday, March 16), 1945

Mr. BARKLEY. Mr. President, I ask unanimous consent to have printed in the Appendix of the RECORD a very illuminating statement on the subject Police Car Conservation and Safety Program.

There being no objection, the statement was ordered to be printed in the RECORD, as follows:

POLICE CAR CONSERVATION AND SAFETY PROGRAM

On next Sunday, April 15, State, city, and local police and sheriffs of the United States, and the law enforcement agencies of Canada, are joining in a vast undertaking which will have an extremely beneficial effect in preserving adequate transportation and in maintaining our war effort.

The law enforcement officials are going to conduct a passenger car conservation and safety program, centering around a brake-check, with the immediate aim of screening out the cars with the most dangerous brakes. That program will aid in conserving our

640607—11192

dwindling supply of passenger cars, and will save innumerable lives and limbs.

Extending through June 1, the program also will place emphasis on better car care in general. It is a program that should and must have the support of the entire public.

In a communication addressed to the International Association of Chiefs of Police, sponsors of the program, President Roosevelt has urged mobilization of the law enforcement agencies to make "a concerted attack on this fearful threat (traffic accidents) to our people and to our war effort."

Gen. Brehon B. Somervell, Chief of the Army Service Forces, declared in pledging his support, "every automobile in America must be regarded as a weapon in our all out war effort." The Office of Defense Transportation, other Government agencies, many groups of State and local officials, and more than 100 private organizations and agencies interested in safety are actively supporting this timely program.

I am calling this program to the attention of the Congress because of its transcendent importance to our national welfare. We have been warned repeatedly by the Office of Defense Transportation that every possible effort must be made to make our passenger cars last, not only until the conclusion of hostilities, but through the immediate post-war years.

Our economy today—indeed, every phase of daily life on the farm and in the city—is built around the motor vehicle. But we are coming dangerously close to that point where our highway transportation will not be adequate to meet essential civilian and war demands.

The police program is focused on one of the major causes of passenger-car destruction and of traffic accidents. Best estimates are that as many as 10 percent of the passenger cars now on the roads and streets have unsafe brakes.

The brake-check will be given only to passenger cars involved in traffic violations and accidents, and to other cars operated in a manner indicating unsafe brakes. Because of manpower shortages, it will be impossible for the police to check the brakes of all passenger cars. But everyone can cooperate. All motorists can have their brakes inspected and repaired if necessary, and keep their cars in safe operating condition.

The American people have many wartime responsibilities. A splendid job is being done on all fronts. While this problem of conserving our cars and reducing traffic accidents is not a new one, it is getting more serious every day. We must give it the utmost attention. The home front must not be weakened.

IN-SERVICE STUDIES

VOX-COP

PAGE I

JUNE 1945

STATE OF CONNECTICUT v.
MARIO A. VERRILLI

Maltbie, C. J., Brown,
Jennings, Ells and Dickenson, Js.

In 1943, the statute concerning seizure of gambling instruments (Sec. 6325) was amended to provide that an "officer may, within his precincts, arrest, without a warrant, any person whom he shall find in possession of any slot machine, gambling device or other equipment, paraphernalia, papers, books or money, used for gambling...and seize such slot machine or other device found in the possession of such person." Held that the words "such...other device" in the seizure clause manifestly referred to the devices defined in the arrest clause, and authorized the seizure of money used in gambling.

Argued March 6 - decided April 12, 1945.

Appeal by the defendant from a judgment of Hon. Frank P. McEvoy, a judge of the Superior Court, in Fairfield County, upon an order to show cause, that certain money and policy slips are a nuisance and ordering that the latter be destroyed and the former divided between the state and the town of Bridgeport. No error.

John J. Hunt, for the appellant (defendant).

Otto J. Saur, assistant State's attorney, with whom, on the brief, was Lorin W. Willis, State's attorney, for the appellee (plaintiff).

Ells, J. The question is whether money used for gambling is subject to seizure within the meaning of Sec. 740g of the 1943 Supplement to the General Statutes.

The facts are not in dispute. As a result of a telephone call, a police officer went to a certain location in Bridgeport and waited for the operator of an automobile parked there. The defendant came out of a building and as he was about to get into the parked car the officer accosted him, identified himself by showing his shield, and informed the defendant that he had received a complaint that the defendant was picking up policy slips. The latter voluntarily entered the police car and was driven to headquarters. When they arrived in front of that building the officer asked the defendant what he had in his possession, whereupon the latter took from his pocket a quantity of policy slips intermingled with money and handed them to the officer. The defendant was then taken into the headquarters, where he was asked by the same officer if he had any more, whereupon the defendant took from his pocket another quantity of policy slips intermingled with money and handed them to the officer. The total number of policy slips was two hundred and thirty-eight and the money amounted to \$178. The defendant was then placed under arrest. The officer at all times acted without a warrant for the defendant's arrest or for the seizure of the articles. The money was the proceeds of bets represented by the policy slips, and as such was used for

gambling. Ultimately the defendant pleaded guilty of a violation of Sec. 6337 of the General Statutes against policy playing. In subsequent proceedings, duly taken, the court adjudged the policy slips and the money to be a nuisance and ordered them to be disposed of according to law. The defendant appealed from the judgment, claiming that our statutes do not authorize the seizure of money from the person, with or without a warrant; that, therefore, the money so seized was not subject to condemnation; and that the judgment should be reversed and the seized money ordered returned to the defendant.

The determinative factor is the original seizure of the money. In order for the money to be properly condemned, it must have been properly seized. If the existing statutes did not authorize its seizure, then it was improperly condemned.

Section 6325 of the General Statutes provides that "Any sheriff, deputy sheriff, constable, chief of police or police officer may, within his precincts, arrest, without a warrant, any person whom he shall find in possession of any slot machine or other device used for gambling and seize such slot machine or other device found in the possession of such person, and may detain such person and such device in some place of safe-keeping until warrants can be procured for the arrest of such person and the seizure of such slot machine or other device." An amendment made in 1933 did not materially change the provision now under consideration. General Statutes, Cum. Sup. 1935, Sec. 1708c. In 1943, the provision was amended to provide that such "officer may,

within his precincts, arrest, without a warrant, any person whom he shall find in possession of any slot machine, gambling device or other equipment, paraphernalia, papers, books or money, used for gambling...and seize such slot machine or other device found in the possession of such person, and may detain such person and such device in some place of safe-keeping until warrants can be procured for the arrest of such person and the seizure of such slot machine or other device." General Statutes, Sup. 1943, Sec. 740g. The defendant concedes that this new enactment authorizes the arrest, without a warrant, of a person found in possession of money used for gambling, but claims that it does not expressly or impliedly authorize the seizure of money used for such purposes. The contention is that the seizure clause has not been changed, that it authorizes only the seizure of "such slot machine or other device," and that money is not within the meaning of the term device.

In the original statute, Sec. 6325, supra, the arrest clause referred to "any slot machine or other device used for gambling"; the seizure clause referred to "such slot machine or other device," that is, a slot machine or other device used for gambling. The arrest clause of the existing statute, Sec. 740g, supra, clarified and extended the meaning of "other device" by substituting "gambling device or other equipment, paraphernalia, papers, books or money, used for gambling." The seizure clause authorized the taking of "such slot machine or other device." "Such...other device" manifestly means the devices defined in the arrest clause. There is nothing

else the word "such" could refer to. It follows, therefore, that the seizure clause authorized the seizure of money used for gambling.

The legislature could have repeated in the seizure clause all the new language it used in the arrest clause. It chose to avoid repetition by making a definite reference to that language, and by including it through the medium of the words "such... other device." The word "such"

is controlling. See 2 Sunderland, Statutory Constructions (3d Ed.), p.385.

In view of the express provisions of the applicable statute, it becomes unnecessary to discuss the cases in other states cited in the defendant's brief, or the various other statutes in our state there cited.

There is no error.

In this opinion the other judges concurred.

CUMULATIVE SUPPLEMENT TO THE GENERAL STATUTES

1931 - 1933 - 1935

SEC. 1072c. INDUCING MINORS TO PROCURE LIQUOR. Any person who shall, for any purpose, induce any minor to procure alcoholic liquor from any person permitted to sell the same shall be subject to the penalties prescribed in section 1083c.

1941 SUPPLEMENT TO THE GENERAL STATUTES

SEC. 403f. FINGERPRINTS AND DESCRIPTIONS RETURNED TO PERSONS FOUND NOT GUILTY. When any person, having no prior criminal record, whose fingerprints are so filed shall have been found not guilty of the offense charged, his fingerprints and description shall be returned to him upon his request.

SEC. 870f. DISPOSITION OF PROPERTY HELD AS EVIDENCE. Any property held by the state as evidence in, or in connection with, a criminal prosecution or investigation and unclaimed by the owner, or a legal representative of the owner, within three years after final disposition of such prosecution of the county in which such prosecution was brought or investigation had, with the approval of a judge of the superior court, by auction, sale, destruction or otherwise, as such state's attorney and said court may deem proper, provided any cash or currency of the United States so held and unclaimed shall be transmitted by the state's attorney to the state treasurer and shall thereupon become part of the general fund. Any sum received by such state's attorney upon the auction or sale of any such property shall be accounted for by the state's attorney to the court, and such sum, minus actual expenses incurred in the auction or sale of such property, shall be transmitted forthwith to said treasurer and shall thereupon become part of the general fund of the state.

INSTRUCTING POLICE OFFICERS IN
THE CRIMINAL LAWBy Daniel F.A. Sweeney
and Louis L. Roos

(As continued from May Issue)

Presentation of Evidence

In any criminal prosecution there are two modes or ways of introducing evidence for the purpose of establishing the points in issue. The first is the presentation of the thing itself (real evidence) for the personal observation of the court and jury. The second mode of presentation is the introduction of some independent fact such as would be the case where testimonial or circumstantial evidence is resorted to. In an endeavor to explain the difference between these types of evidence, it may be well to refer to that excellent illustration given in Wigmore on Evidence wherein he states, "If, for example, it is desired to ascertain whether the accused has lost his right hand and wears an iron hook in place of it, one source of belief on the subject would be the testimony of a witness who had seen the arm; in believing this testimonial evidence, there is an inference from the human assertion to the fact asserted. A second source of belief would be the mark left on some substance grasped or carried by the accused; in believing this circumstantial evidence, there is an inference from the circumstance to the thing producing it. A third source of belief remains, namely the inspection by the tribunal of the accused's arm. This source differs from the other two in omitting any step of

conscious inference or reasoning, and in proceeding by direct self-perception or autopsy."

It follows that the introduction of real evidence, whenever possible, will materially strengthen the People's case, as the court and jury need not draw any inference from the proof given. The question of credibility and veracity is usually not brought into play, as the evidence produced speaks for itself. Police officers should be advised to bring into court when this is practical, all tangible evidence associated with the prosecution of the crime in question.

The manner in which the evidence is presented in court is immaterial. An object may be merely set forth for inspection, or some experimental process may be conducted. The court may merely employ its senses or make use of some mechanical aid, such as a microscope. It may merely observe or take an active part in the demonstration; or it may direct an inspection and report by experts skilled in the matter under consideration. The science of ballistics affords a striking example of the use of this type of evidence. A comparison microscope has been frequently brought into court and the judge and jury have made comparisons with the bullet taken from the scene of the crime and the bullet fired from the gun in question. In enforcing the gambling laws, the complex mechanism of the present day slot machines make it necessary to bring the contrivances into court for demonstration. Hand writing specimens, fingerprints, stains, etc., are constantly introduced for the personal inspection of tribunals.

(Continued next month)

SPEAKING ABOUT CASES

Here are a few interesting figures on the investigation of depre-dations by our department for the last twelve months to May 1, 1945.

1659 - Confirmed deprecation investigations terminated, including burglaries, thefts and frauds (except theft of motor vehicles).

356 - Depredations as above under investigation on May 1, 1945.

1062 - Depredations as above solved and perpretrators apprehended.

64% - Of all confirmed deprecation cases were solved.

42% - Was average of all solved between July 1, 1942 and January 30, 1944.

28% - Is a general average of such depre-dations cleared by arrest through the United States in 1943, according to the last report of the Federal Bureau of Investigation.

135 - Confirmed thefts of motor vehicles with responsible territory investigated.

9 - Such motor vehicle thefts under investigation on May 1, 1945.

73 - Of above motor vehicle thefts solved, perpretrators apprehended and vehicles recovered.

54% - Of above motor vehicle thefts solved.

96 - Motor vehicle thefts occurring out of state and within cities with organized police departments, solved through apprehension and arrest of perpretrators by officers of our department.

108 - Other vehicles, stolen beyond our responsible territory, recovered by officers of our department as abandoned. Perpretrators not apprehended by our officers and vehicles turned over to responsible police department.

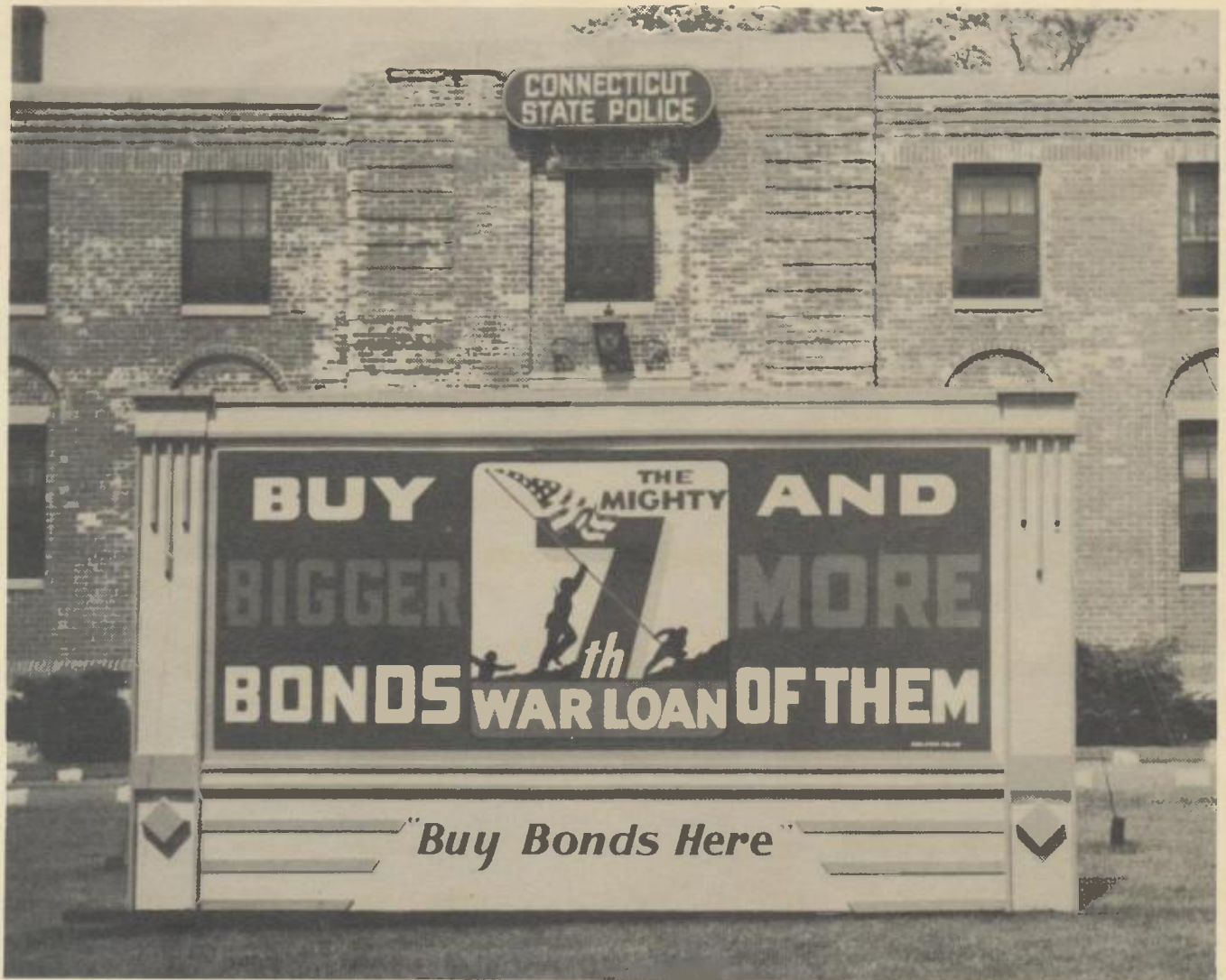
\$183,619.00 Value of stolen motor vehicles recovered by officers of our department.

\$25,974.02 Value of other stolen property recovered by officers of our department.

WAR LOAN SALES

VOX-COP

June 1945



State Police Divisions have sold \$5,022,725.00 in 7th War Loan Bonds as of June 25th.

Stations & Divisions	Maturity Value	Stations & Divisions	Maturity Value
A - Ridgefield	\$ 31,875.00	H - Hartford	325.00
B - Canaan	400.00	I - Bethany	4,395,000.00
C - Stafford Springs	3,075.00	K - Colchester	54,475.00
D - Danielson	8,450.00	L - Litchfield	1,450.00
E - Groton	41,225.00	Hdq. (Miss Collins)	16,650.00
F - Westbrook	169,575.00	Hdq. (Special Service)	300,000.00
G - Westport	225.00	TOTAL	\$5,022,725.00

AROUND THE CIRCUIT

VOX-COP

PAGE I

JUNE 1945

STATION "A", RIDGEFIELD

STATE POLICE ON CALL,
FREE, 24 HOURS A DAY

ALBANY, June 19 - The State Police will be available to any telephone caller hereafter for twenty-four hours a day without charge, Superintendent John A. Gaffney announced today.

The New York Telephone Company and its connecting companies throughout the state will relay calls to the nearest of fifty-one police barracks or sub-stations, where service will be maintained twenty-four hours a day. The state will pay the tolls. Emergency calls in cities will be referred to local police, as heretofore.

Well - Well - Welcome home
Boys - Welcome

STATION "D" DANIELSON

The last two weeks at this station have certainly been very profitable from the point of view of cases cleared by arrest and depredations written off the books as solved. The old "E" flag stood right out straight on the pole and took an extra turn or two in the breeze. It all began when Off. Leo Marion finally pinned a job on an old offender and this experienced sneak thief, who had bragged that he had given the police plenty of headaches, began to sing. His song cleared up about ten cases of theft and a load of stolen goods was recovered. It was an excellent job as this fellow had often been questioned by other officers and

they had not been able to break him, but Leo found evidence in his rooming house to connect him directly to the theft of a car and gas coupons, in Putnam, and that was all that was needed to start the ball rolling.

The next coupe began when Lieutenant Clarke obtained information regarding the disposition of stolen property from Rhode Island and turned this information over to the writer to check. It proved an excellent lead and working with our good neighbor Sergt. J. Frank Kenney, of the Scituate Barracks in Rhode Island, a veteran investigator of that department, we were able to clean up nine house breaks and recover a truck load of stolen goods. Some of the breaks cleared up were many months old and the operations of the two brothers responsible for these jobs extended over three towns in this state and one in Rhode Island.

To top it all off, Officer Charles Heckler picked up two transients leisurely peddling their way along on stolen bicycles and the questioning of them solved several other cases of theft in other areas.

A most interesting letter was received recently from Sergt. Joe Zurovski, former garageman at this station, and for the first time in 34 months Joe was able to write an uncensored letter telling of his work and experiences. It was a real thriller. He is presently attached to a harbor craft service company at Marseilles, France and is an engineer on a large tugboat. He tells of harbor operations at that place before the basin had

been cleared of mines and of the explosion of a 1600 pound mine under a Swiss ship that was being towed by his craft and of how this ship sank in five minutes. The only thing that saved Joe's tug was chopping the line with an axe. On another occasion Joe had to swim for his life in the wake of a large transport, which they were pulling away from the pier. Because it was very windy the tug had to stay fast to the transport until it got under way. The transport failed to give the signal to release the tugline when it should - the tug overturned and went down. One civilian life was lost. Joe lost all his possessions except the clothes he was wearing. Joe is quite a sea-going soldier by this time and has plenty of points for a discharge but the army has found his services as valuable as the boys at this station did prior to his induction and he will probably be declared an essential person and will have to continue his good work for some time to come. Uncle Sam's gain is our loss and we will be very glad to see Joe back in the fold when the army can finally get along without his services.

He has finally gone and done it. I mean Officer John Skelly. He has finally deserted the ranks of the confirmed bachelors and has gotten himself married. Can't say as I blame him, though as he has a very lovely wife and our congratulations and best wishes to them both. Officer Skelly was married to Captain Margaret Edwards of the WAC at St. Patrick's Church in Norwich on June 16, 1945. Officer John Fitzgerald of Station "E" supported John in his starring role

and now finds himself as the only remaining eligible bachelor among the officers in these parts. Perhaps the idea will be catching and we may see "Fitzy" walking the "last mile" but I know he won't give up without a struggle.

There is much interest as to the identity of the desk man who awakened J-2 in the middle of the night to tell him that "HQ" didn't want him awakened.

Officer Carmelo Ippolito spent a few weeks with us at Station "D" before he left the department to engage in private business in Naugatuck. We hardly got to know him during that time but he did favor us with samples of his operatic baritone and Carl should be able to fill in as an entertainer when things get slow at the bar. Good luck to Carl in his new enterprise.

"Les"

Danielson Special Reporter

Officer Leslie Williams leaves on June 16, 1945 to attend the American Red Cross Aquatic School at Camp Oneida, Woodgate, New York. He will spend ten days there taking an advanced course in First Aid with emphasis on life-saving and water safety. If this hot weather continues, it should be an ideal spot. He will have to take a special course in weeding in his garden upon his return.

C.O.

Danielson Station

BUY BONDS

STATION "E" GROTON

Sergt. Dygert is getting a name for himself about the barracks these days. He has learned the secret of helping others who are in trouble and Groton is becoming an important meeting house for the Friendship Society. It happens like this: On Decoration Day, Officer Gunning had occasion to arrest two operators from Providence, R. I., in the Town of East Lyme and brought them both to the barracks, where it was explained to the Sergeant that these two operators had been playing a game as it were on Route #1, racing and passing one another. Both had been arrested for Violations of the Rules of the Road, and one of the operators posted his bond and was just about to drive out of the barracks, when the Sergeant called him back and explained that the other operator did not have enough money to post his bond and wondered if he would be willing to help out his friend. The first operator dug down and gave the other the necessary money so that he could post a bond. At this point, it was explained to the Sergeant that the two operators were not friends, had never met each other, although they lived but a block apart, and that when the officer first stopped them on Route #1, the first operator (the money lender) was very angry at the other operator as the second operator was continually passing him and slowing him up on the curves and was a continual annoyance. A fine example of the Golden Rule as applied a la Dygert. Not too content with this fine example of getting men that Gunning thought were at least enemies for all time to come, to lend money to each other, the Good Sergeant tries

again, the same night. Officer Andreoli, the Friend of the Sailor, be he Officer or Enlisted man, arrives at the barracks with a gob, charged with operating without a license. Bond is set and the gob is a little short of funds. It's a case of bond or getting locked up, pending his release to the Shore Patrol. In this case, the Sergeant tells the story to two shore patrolmen, sitting in the lobby and you guessed it, the shore patrol put up the bond for the sailor. 'Tis truly a wonderful world, with Sergeant Dygert getting the bonds.

Station "E" welcomes Auxiliary Officer H.S. (High Speed) Pope to its roster. Officer Pope comes to us fresh from the battlefields where he had considerable experience as an officer in the paratroopers. He has served the Army well and we here at "E" are sure that he will do as well for the department. He is the holder of many medals and is an excellent shot. We are sure that he will make a great many friends within the department as he goes around the circuit with Lieut. Bushy on the In-Service training on Firearms.

Officer Andreoli, patrolling Route #1, in Groton. Time - 1:00 A.M. Date - May 24, 1945 Place - Near Dean's. Weather and other conditions including Officer Andreoli - Serenc-No sailors in sight. Andy sighs - this night patrol is the thing. All the sailors are sleeping in their hammocks. That is, all but two and our officer never dreams he will see them. What is this coming around the bend? Of all things, two Chief "Airdales" (sailors attached to Naval Air Force, to you landlubbers) on a

motorcycle. The man riding the rear was acting very strangely according to the officer's report (he should know - he used to ride on the rear of a cycle owned by Officer Pope in the days before they both joined the department). His feet are dangling and the cycle weaves from one side of the road to the other. Our hero turns the cruiser. He draws alongside. The cycle goes faster, the red lights are flashing, the horn is blowing and the sailors would like to wager a race. After becoming aware of the fact, that Andy did not wish to race, the cycle skids to a stop. Two very belligerent "Airdale Chiefs" who have been flying wide and recklessly ground themselves and Andreoli, not without trouble, gets them into the police car. One Chief Soos, is charged with operating a motorcycle under the influence. The passenger, riding without benefit of seat, or footrests, is Chief Leedham. For his ride on the half rear fender, he is charged with Intoxication. Now, the legal problem. The "Airdales" cannot understand or perhaps we should say, will not understand, that a motor vehicle can be a motorcycle or vice versa.

Miss Ballestrini took a week off and in her place we had Officer Myers. There is a time limit to vacations. We are all very happy again.

On the Fourth of June, a complaint was received at Station "E" from a Mrs. Jean Kossert, of Montville, Connecticut who complained that while she and the family had been absent from the house over the week end the place had been entered and completely

ransacked. This case was assigned to Officer Kathe. An investigation of the premises left little in the way of evidence for the officer to work on. He did notice, however, an odd footprint on some insulation material in the attic and also found this print in the yard along with others. A search of the neighborhood revealed a suspect and as a result the case was broken with the arrest of one young man and the referral to the Juvenile Court of two younger brothers. The loot was large and included guns, rings, fountain pens, cigarette lighters, cigarettes, ammunition and a sum of money. Another case solved by Officer Kathe because of his close observation to the small details of a case.

Our Officer Yurtin went to Canaan and thereby hangs a tale, which would probably not get much attention unless we tell it here. On May 8, 1945, a call was received at the Canaan Barracks from Anne's Nursery at Norfolk, Connecticut which place is operated by Anne Stork (an unusual name for a person who runs a children's nursery) that she had at her place, a child, Jean Ann Welch, who was very sick and that oxygen was needed to keep it alive. Two of the Canaan officers went out on this first call early in the evening with the Canaan ambulance and the situation was for the moment taken care of. Early in the wee hours of the morning, another call was received from the same place and the ambulance was again dispatched to the Nursery. The local doctor had despaired of saving the child's life but as a last resort wanted the child taken to

the Litchfield County Hospital in Winsted. Officer Keilty of Canaan on this trip was accompanied by Officer Yurtin of "E" who was at the station at the time. Now, to keep the child alive it was necessary to give it oxygen on the trip to the hospital. The baby was so small that the regular mouthpieces were too large so our Officer Yurtin, getting himself into a comfortable position on the floor of Station "B's" ambulance fed oxygen to the baby without the use of the mask from Norfolk to Winsted, a distance of eight miles. We are sorry at this writing to report that five day's after admittance to the hospital the baby died. It was another case of the State Police trying something new to take care of a situation that arose for the first time, and getting results, if even for a short time, since it must be remembered that the doctor was of the opinion that the baby was dying and did not think it would last the night out or the trip to the hospital. We do not want to take any credit away from Station "B", rather we would share with them in bringing the story to light.

RAGGY
Special Groton Reporter

STATION "H", HARTFORD

"Ye Old Timers" at "H" are back in the groove again - "Ye Legislators have gone with the Wind" - and once again we're on routine tho' anxiously awaiting the exams. Here's where they make 'em - so good luck - and may we have another sergeant.

Incidentally, did you know that CSP had much to do with the case of William J. Holland, the

fugitive now being publicized as Public Enemy #1,058,575 by the FBI. The photograph and fingerprints of Holland as revealed in the FBI Bulletin for June 1945 were taken by Lieutenant Henry Mayo and County Detective Rowe Wheeler on January 28, 1936. The "Hound" was a trooper at "D" at the time. Sergt. Nolan of "H" and then motorcycling around Danielson territory made the arrest of Holland in Killingly for intoxication and breach of peace which landed Holland in Brooklyn Jail and gave the "law" Holland's fingerprints and photograph for record. Wanted now for unlawful flight to avoid prosecution for a murder in New Durham, New Hampshire on or about May 24, 1936 by FBI and New Hampshire State Police, Holland's history is being publicized throughout the world. He claimed birth in Somers, Connecticut, has worked on Tobacco Farms in Connecticut, lived in Montville, Naugatuck and other Connecticut towns. How about carrying this photograph in the notebook? Stranger things have happened and CSP would again have the new photograph and old fingerprints. Lieutenant Chamerooy will supply the photograph. Vox-Cop will apply for plenty of extra leave for the lucky one. Let's Go!!! "Dick Tracy"

OFFICIALS PRAISE AUXILIARY POLICE

Praised by city, state and federal officials for their three wartime services, auxiliary policemen and policewomen responded at exercises in the police court room on the night of May 11 by donating \$50 to the mayor's citizens committee fund and \$50 to the Avon Old Farms convalescent home. As appreciation for his leadership, Lt. Patrick A.

McAvay, in charge of the auxiliary department, was given a Governor Winthrop desk and a \$50 war bond.

During the program, State Police Commissioner Edward J. Hickey, described by Capt. Nair, chairman of the meeting, as "the best detective and cop in the United States," told the members, "You are most patriotic. You have rendered distinguished service to the city, state and nation. In this war the saboteur took no chances because of your ears and eyes."

Col. Hickey gave two pages of history. On August 3, 1918, as a representative of the federal government, he came here, as George A. Quigley was mayor, and the late William J. Rawlings, chief of police, "and young men, who had failed to comply with selective service requirements were rounded up and taken to the state armory and after we worked all night, 35 were sent to Camp Devens," he said, adding such procedure was not necessary in this war.

New Britain was the first city in the state to have a blackout test, Commissioner Hickey said and that was on January 30, 1942, "when your organization was in its infancy. We viewed the city from the top of the park (Walnut Hill) and the house and store lights were out, there being 100 per cent response. The test served to show that New Britain, as always, cooperated. You represent some of the finest people who ever served in law enforcement.

Mr. Hickey named the late Chief Rawlings, the late Captains Thomas W. Grace, George Kelly and Matthias Rival, the late Lt. William P. McCue, the late Policeman Thomas Dolan and

"other sergeants and officers" as among the group, of leaders in police work.

Chief William C. Hart welcomed the group and told the auxiliary policemen and policewomen "You are one of the finest auxiliary outfits in the state, and I feel not surpassed anywhere. You have shown fine spirit and I deeply appreciate your efforts."

Roger Gleason, FBI agent in charge in Connecticut, complimented the department for its work and enthusiasm, saying:

"Enthusiasm makes an organization click and you have it. Your auxiliary was a very important part in the dark days and you have given support to police as fine as any in the country. Stick to it and support your police department."

On receiving the check for the service fund, Mayor Quigley said that over 9,700 New Britain men and women are in the armed forces and the number killed so far is 210 and "we have yet to know how many of our sons are wounded, missing and prisoners of war."

Today is Lt. McAvay's birthday and the desk presented to him bore a birthday card and the group sang "Happy Birthday." Lt. McAvay said he did the speaking for three years and he added, "I can now only thank you all."

Carlos A. Richardson, chairman of the police board, lauded the department for "unselfish service and I would not swap the auxiliary for any other service."

Joseph Basine of the state OPA office at Hartford and one of the founders of the auxiliary, recalled he "started the ball rolling and stuck to it to the last shot."

Lt. William A. Jamieson of the Avon convalescent home, expressed his appreciation for the gift and

the department's aid to the work at Avon.

Members of the auxiliary police department were cited for the number of hours they served the organization. Lt. Vile has a record of 2,000 hours; Capt. Nair and Sgt. Stanley, 1,000 hours each, and Policemen Venturo and Hunter, 500 hours each.

Sent to Vox-Cop by New Britain Herald's Old Timer

STATION "G", WESTPORT

On April 29, 1945 at 7:00 PM Sergeant Rivers and Officer Bennett answered a request for our Ambulance from Auxiliary Clifford C. Thomas of Westport, who stated that his son had just fallen and broken a leg.

Sergeant Rivers and Officer Bennett put on a traction splint and took the boy to the hospital in Norwalk. This happened to be the second night after the Scoville First Aid Team was at this Station.

Dear Officer Bennett:

Thanks a lot for fixing my leg the way you did. You and Sgt. Rivers really know your business. I guess you have to when your in the State Police. I really can't write very much, because I've so many letters to write. I'm not in a cast yet, but I will be in a week or two. When you brought me here, and they took the pictures, and you said they looked good. Well, if they did I'll bet that's the first good picture that has ever been taken of me.

I heard from you that your're coming here sometime in the near future, well maybe they'll put you in the room I'm in, because the man who's with me now is leaving in a day or two. It's

kind of hard to write in bed like this, so that's why the writing looks so sloppy. Well, I have more letters to write, so I'll say goodbye now. Thanks again.

Buddy Thomas

Dear Sgt. Rivers:

I want to thank you for the swell job you did on my leg. The doctors say I'll be on my feet before you know it and playing baseball. Do you like baseball? It's one of my favorite games. I like football better, because its got more action to it. Right now I'm in traction.

The writings all uneven because I'm in a queer position. This isn't much of a letter to thank you for your aid while my leg was broken. I've so many letters to write that I've got to make them short. Thanks again, and maybe when I get out of here I'll come up and see you and Officer Bennett.

Buddy Thomas

Say fellows, did you notice the news item recently about days off on N.Y.P.D. - No? - here it is.

VALENTINE SAYS THANK YOU

(New York Times)

A blanket commendation and a grant of one additional day of vacation was issued to all members of the police force yesterday by Police Commissioner Lewis J. Valentine, for "splendid service" during the visit to this city of General Dwight D. Eisenhower. The commissioner called his men "cheerful, efficient, intelligent and courteous."

New York's finest are thanking Vox-Cop for the suggestion.

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 conduct myself so as to uphold the honor of the Department."

