

# Vox-Cop

Vol. 3

ISSUED BY THE


No 6

## CONN. STATE POLICE DEPT.



EDWARD J. HICKEY,  
Commissioner

NOVEMBER 1945

BY THE  
*Yankee*  *Clipper*

VOX-COP

Page 1

November, 1945

The Hartford Times

## *Will Enforce Law, Governor Declares*

"It will be the policy of the state to see that the law is enforced," Governor Baldwin declared this morning in a statement to clarify the situation in connection with strikes where pickets have refused admission of workers and officials to plants.

His statement follows:

"I have been asked what the policy of the state is with reference to picketing. Picketing is lawful as long as it is conducted without violence, force or threats of intimidation but if pickets or those supporting them use force, violence and threats of intimidation such picketing becomes illegal.

### **Confers With Commissioner Hickey**

"I have conferred with Commissioner Hickey about this matter. Where the local police enforcement officers ask for aid of the State Police in preventing violence the State Police will be available to do all that they can to preserve the peace and prevent violence and threats.

"The task of preserving the peace in our cities, particularly where there is an organized police force, is primarily the duty of that local police force. If, on the other hand, the local police enforcement officers ask for the help of the State Police that help will be available.

### **Competent Agencies Referred to**

"The state has competent agencies in the Labor Department and with the Board of Mediation and Arbitration and the State Labor Relations Board to deal with disputes between labor and management and I call upon representatives of both to use these agencies. Our record in Connecticut has been good.

"There is no reason why it should be tarnished now by strong-armed methods by either representatives of labor or management living in the state or brought in from the outside.

"It will be the policy of the state to deal with these matters impartially and justly and it will be the policy of the state to see to it that the law is enforced. Where there is no organized police force to deal with law enforcement the State Police will take sole jurisdiction."

Dated at Hartford - November 14, 1945 - Executive Chambers



## "I PRAYED AT SEA"

by Lieut. Fred R. Sammis, USCGR (T)

**Peace has come, but he'll  
always remember that sunny  
day on a quarter deck . . .**

I HADN'T been to church for two years. Now I was attending divine services with the heat of a tropical sun beating on me and the shimmering blue of the Pacific a backdrop to the altar. Beside me was the crew of a Coast Guard troop transport, some in undress blues or whites, most in work-stained fatigues.

Services were being held on the quarter deck. Part of the congregation sat on the canvas-covered Number Seven hold and the rest on improvised pews of lumber.

Some had shaved, others wore the rough stubble of men just finished with their watches. The momentary silence was broken as the public address system announced all hands not on watch were invited to attend; also, that the smoking lamp would be out during services.

I glanced up at the ship's Chaplain, indistinguishable in his gray service uniform of a Navy lieutenant from his fellow officers. Perhaps in his middle thirties, he had the freshness of a conditioned athlete. There was simplicity in his face, in his alert eyes that scanned the ship's crew, in his way of intoning the call to worship, of leading the singing of the first hymn.

I LISTENED as he talked to the men, as he read from the Scripture in the homely speech of the Southeast United States. The last time I had attended church services, I reflected, I was in New York, sitting with a fashionable congregation which shifted about, coughed and murmured restlessly. My mind had wandered that Sunday morning to an unsolved business problem, then to idle speculation of my probable golf score that afternoon.

Today each man sat in the stillness of prayer. Musician Third Class Covington

sang "Joy to the World" into the loudspeaker and all of the after deck was flooded by his strong, untrained voice.

I had come to this service because as a Coast Guard correspondent, going to church aboard the *USS Admiral Mayo* was one of my reporting jobs. Now I sat in the hushed quiet and experienced an unaccountable sensation of happiness.

Perhaps it was merely the incredible ocean scene: the blue intensity of the water, the emerald of the foaming wake, the schools of flying fish skimming across the waves. What the Chaplain was saying in his sermon did not in itself seem greatly inspiring. It was a simple sermon for a crew that was willing to listen only in its own terms. He was saying that a man going into combat needed more to sustain him than just concern with his own safety.

HE SPOKE of *selflessness* and *generosity*—so great that a man gives his life to save a buddy. He said such qualities as these would be needed. Needed when the time came to land, deep in the Pacific.

The sun feels good, I was thinking. Then suddenly the full meaning of what the Chaplain was saying hit me. He was talking about the Golden Rule, "Therefore all things whatsoever ye would that men should do to you, do ye even so to them."

But does the Golden Rule belong only on the battlefield? Must a generous life be led only for those few bloody moments of battle? Isn't it possible for men living together in peace to offer each other the same selflessness? How else is the world to find a way of survival? How else can we avoid taking up arms all over again?

Then we were standing on the hot steel of the deck, singing "Faith of Our Fathers," a mimeographed program prompting those of us whose memory of the hymn faltered.

Ever since peace came, I have been thinking about that day—in the sun—on the quarter deck.

## Two Boys And Their Dog Locate Lost Girl

Hartford Courant

Stafford Springs, Nov. 27.—(Special.)—A German police dog that no one but the two boys who owned it ever credited with any tracking ability won the praise of State Police Tuesday by leading the way to a lost child, deep in a wooded area near Crystal Lake.

The child, Mabel Lake, 7, a mute, was suffering from exposure when found and was taken to Johnson Memorial Hospital where her condition was reported to be improving Tuesday night.

Parents of the child, Mr. and Mrs. Robert C. Lake, said she wandered from home early in the afternoon and when her absence was noted they started a search with the aid of neighbors. When she was not found after about two hours, State Police were notified.

A real hunt was soon under way. Captain William L. Schatzman and Lieutenant Gene S. Lenzi with about 15 troopers from Stafford, Hartford and Colchester barracks formed the nucleus.

Firemen from Stafford and residents from the Crystal Lake area joined in the search until more than 100 persons were combing wooded areas spreading from the Boyer's Crossing section in which the child lived.

It was while the big hunt was being pressed that Edward Ludwig Jr., 16, and his brother, Donald 13 decided to give their German police dog a chance to help.

They approached Lieutenant Lenzi and told him they had a dog that was pretty good at tracking. He told them to give the dog a try. They went to Mrs. Lake and asked for some of the girl's clothing saying "We want to give our dog the scent."

Mrs. Lake cooperated and after the boys were sure their dog had the scent they coaxed him, "Go find her, go get her."

In short order the dog picked up and started following a trail with the brothers half-running to keep up with him.

He led them more than a half mile into the woods directly to where the girl was standing.

Lieutenant Lenzi praised the boys and their dog, saying it was one of the best pieces of work he had ever seen any dog perform.

This Week Magazine

FOR A BETTER AMERICA



CANDY MAN IN BROOKLYN TURNS  
HOLDUP PAIR INTO CREAM PUFFS

(Herald Tribune)

Two slim young men, one blond and pimply and the other red-headed, edged into Morris Wohl's small candy store at 10 Lenox Road, Brooklyn, at 1 a.m. while he and his fifteen-year-old daughter, Sandra, were counting the day's receipts, about \$200.

"Listen, mister," said the blond one, holding one hand menacingly pointed in a pocket of his coat, "we mean business. This is a stick-up. Take it easy and you won't get hurt."

Mr. Wohl is forty-four, six feet tall, built like Doc Blanchard of the Army football team, and contemptuous of punks. He landed a right to the jaw of the redhead, who was handiest to his reach, and sent him heels-over-appetite into the gutter outside the store, where he quivered for a moment, then got up and ran as though he had hot rocks in his shoes.

Mr. Wohl then gave his undivided attention to the blond intruder, while Sandra went clamly to the telephone and called the Snyder Avenue police station. By the time Patrolman Edward Farrell arrived the would-be robber was hysterically glad to see him, and he said so emphatically.

"Save me, save me!" he bleated. "This guy will kill me."

This guy was doing his best, and it was good. He landed one more blow that sent the hapless robber sailing over the counter of the candy store.

"Thank you, thank you," the latter sobbed, as the patrolman restrained the outraged proprietor. "I never had any use for cops, but this is one time I'm glad to see you."

He identified himself as Daniel T. Davidson, twenty-two, of 762 Flatbush Avenue. He hesi-

tated when police asked of his companion, but Mr. Wohl flexed his muscles, and Davidson talked fast.

Police found George Haupt, nineteen, hiding under his bed and nursing a jaw that was beginning to swell badly. Both were held without bail. Davidson was given a suspended sentence in 1941 on a conviction for stealing an automobile, because he was going into the Army. He was discharged a month ago.

BARTENDER RESIGNS  
FROM POLICE FORCE

(Hartford Times)

Manchester -- The police commissioners of this "City of Village Charm," apprized that a member of the force was a bartender in a West Side tavern, demanded his resignation.

The resignation has been received from Milton F. Wagner, supernumerary policeman, admittedly co-owner of a tavern on Cooper St.

The opinion of the commissioners was it was poor policy to have a policeman sell beer to a person and still have the power to arrest him in the event he was found to be "tight".

COOLIDGE'S BODYGUARD DIES

Cambridge, Mass., (UP).-- Edward F. Horrigan, seventy-two, of Cambridge, bodyguard for five Massachusetts governors including Calvin Coolidge and David I. Walsh, now Democratic Senator, died at his home Monday after a short illness. Mr. Horrigan, who was a state detective for thirty-eight years until his retirement two years ago, also specialized in arson investigation. He frequently visited Washington after Coolidge became President.



GANG SLAYING, HOLDUPS OCCUR  
IN NEW YORK

(Waterbury Republican)

New York, Nov. 23--(AP)--As a gang slaying two shootings and a \$4,000 holdup swelled the tide of violence and terrorism rising in New York City today, Mayor F. H. LaGuardia said he would ask release of 750 city police serving in the armed forces.

LaGuardia said he would appeal personally in Washington for release of the men to help combat the surge of crime which has caused a death toll of 67 within 74 days.

Meanwhile, the city's undermanned police force set into motion an all-out effort to quell the violence. New armed mobile units--the largest motor detail in the city's history--patrolled the streets. More than 40 arrests were made on charges of robbery, rape, homicide, felonious assault and possession of dangerous weapons.

In Brooklyn, where the outbreak of killings and robberies has been most intense, District Atty. George Beldock announced a "priority emergency program" calling for a special grand jury to handle crimes of violence exclusively.

Beldock said evidence would be presented to the grand jury within 24 hours after the arrest of a suspect in a violence case. Trial will begin not later than a week afterward, he said.

The list of deaths was increased early today when Rocco Loscalzo, 28, collapsed under a hail of shots from a doorway in Greenwich Village.

Police said Loscalzo was free in bail in connection with the theft of a truckload of whiskey, and theorized that fear of Loscalzo's testimony might have been the motive for the slaying.

Audrey Beasley, 18, told police she was shot in the right knee while crossing a street in downtown Manhattan.

Meanwhile, the police force accepted 28 veterans on the civil service list as probationary policemen, bringing to 69 the number of new men added to the force during November.

F.B.I. TO HANDLE ALL INQUIRIES ON  
ANTI-TRUST CASES

Clark to Create Juvenile  
Bureau, Plans to Adopt  
Brooklyn Probation Plan

By Jack Steele

(New York Herald Tribune)

Washington, Nov. 6--The Federal Bureau of Investigation, as part of its greatly expanded functions planned in the reorganization of the Department of Justice, will take over all future investigations of anti-trust cases, Attorney General Tom C. Clark told a press conference today.

Mr. Clark said he expected to expand the F.B.I., headed by J. Edgar Hoover, to handle all of the criminal investigations undertaken by the department and also to assume full responsibility for the internal security of the nation.

While he indicated that bringing the F.B.I. into anti-trust investigations was not a move to produce more criminal indictments in monopoly cases, he insisted that the Justice Department would pursue a strong policy of anti-trust enforcement during the re-conversion period while new enterprises are being formed and the government is disposing of surplus war plants and other goods and property.

He reiterated that the depart-



ment's anti-trust policy will continue to be that of bringing civil rather than criminal indictments in cases involving monopolistic practices of long standing.

Mr. Clark also announced plans to create a new bureau of juvenile delinquency to start a campaign to reverse the war-time steady increase in the proportion of the nation's crimes committed by youthful offenders.

"I think the Federal government should take the lead in this movement, because these young people are going to be the citizens of tomorrow," he said. "This problem is a national one and the Department of Justice hopes to tackle it in co-operation with state and local governments."

He said he also would direct Federal attorneys throughout the country to institute the "Brooklyn system"--tested by Federal authorities in Brooklyn for several years--under which probation officers investigate thoroughly the cases of persons under twenty-one years old before they are brought to trial. In many such cases the young offenders are not prosecuted, but the threat is held over their heads if they get into further trouble.

Mr. Clark said that, as part of his juvenile-delinquency program, he hoped to establish youth centers operated like the U.S.O., to set up Federal reformatories where young criminals may be re-educated, and to name a board of outstanding experts to advise the juvenile bureau of the department.

Explaining the shift of the work of investigating anti-trust violations to the F.B.I., the Attorney General declared that enforcement would be more effective "if the lawyers do the

courthouse work and the investigators investigate."

"The F.B.I. can handle these investigations more quickly, more efficiently and on a national basis," he said.

Among the other functions to be transferred to the F.B.I., he said will be investigation of aliens applying for American citizenship now handled by the Immigration and Naturalization Service, and supervision of the Border Patrol.

Mr. Clark said that he also planned to turn over all of the department's appellate work, now performed by special sections of the various divisions, to the Solicitor General's office.

---

MAN KILLED BY MISTAKE  
GETS CLEAN SLATE BY FBI

Kansas City, Mo., Nov. 3--(UP) --George Allen Sauder, 47, killed by police because he looked like the picture of a criminal published in a detective magazine, tonight was given a clean slate by the Federal Bureau of Investigation.

Lieutenant Charles Welch, homicide head, acknowledged that the FBI had no record. He was killed when police broke into his room in a rooming house. The police had been shown the picture by a citizen who said Sauder was the man.

---

GOOD MORNING

(Waterbury Republican)

We are surprised to learn that it is the neutron that smashes the atom and starts the fireworks. We rather expected that the tiny bit that causes the explosion would be of the feminine gender.



VANDALS ON THE MISSOURI

(New York Times)

The mighty battleship Missouri, pride of this nation, ranged the hostile coast of Japan only slightly scarred by a Kamikazi. She steamed through the minefields of Tokyo Bay, accepted the enemy surrender and sailed homeward victorious and little damaged. But she did not emerge unscathed from the Battle of New York. Against our local vandals she suffered her first defeat.

Some 635,000 persons visited the Missouri. The climax of this invasion came a week ago with a boarding party of 60,000 out-of-hand school children. They left their marks all over the ship--initials scratched in the polished enamel of the great guns, scrawls gouged out of the paint on the turrets, scars left under stolen name plates, a two-ton life-raft let loose to plunge into the main deck. By the time one lad, pressing a forbidden button, sent the crew scurrying to their battle stations 150 teachers had fainted. But not all the damage was done by children. Some souvenir-hunting visitors came equipped with screw drivers, pliers and wrenches. They even tried to pry the surrender plaque from the deck.

This is not mischief, of course, but malice. No one can estimate the proportion of vandals in a crowd the size of that which swarmed over the Missouri. But in New York it is shockingly high. There is a marked tendency here among too many to abuse their privileges. The city has long fought a losing battle against vandalism in our schools, our parks and public places. Not even the United States Navy, well alerted to the danger, could control it. It is not pleasant to have the officers and crew of the

Missouri rue the day they came here. Yet guilty and innocent alike, we have allowed this spirit of vandalism to spread.

VANDALISM

(The Hartford Courant)

It is not often possible to trace directly the tragic consequences of vandalism, as in the case of the untimely death of an employee of the Hartford Electric Light Company last week. This husband and father was sent to repair an insulator that some vandal had been using as a target for rifle practice, and in so doing he fell across a high tension wire, dying almost instantly. According to company officials this was the fiftieth time that insulators had to be replaced in this area because of shooting practice.

This accidental death might have happened the very first time an insulator had to be replaced. It might have happened the twentieth time, and it might never have happened. Certainly it would never have happened if some witless individual had refrained from this wanton destruction of property. The best that can be said for this unhappy accident is the fact that it offers a graphic illustration of what tragedy can flow from vandalism, a thought that should be foremost in the minds of police and all others now that Halloween is near. No amount of care can now bring back the life of Ernest W. Pratt, who died repairing this insulator; but his death should be a warning that there is a vast chasm between innocent fun and the wanton destruction of property. The latter may also entail injury or the destruction of life, as it did in this instance.



STAMFORD'S BAD EXAMPLE

(Bridgeport Sunday Post)

More than one person in this state must have been watching with mingled curiosity and apprehension the development of a situation in Stamford in which one of the city's greatest factories was shut off by a solid cordon of pickets around all of the entrances so that the President and executives of the company were denied admission to their own plant.

After some of the more level-headed of the Union leaders began to realize the folly of this action and the anarchistic and lawless implications involved in it they made a "face saving" arrangement by which the plant executives were given "passes" by the union,--as if in a government of laws, there is any way by which one group of men can assume the right to control admission or deny admission to another group of men legitimately going about their business on their own property.

The next Legislature would be well justified in revoking all present statutes permitting picketing if this kind of abuse is to continue in the state. Surely, every sensible union leader ought to recognize the fact that the public will not long tolerate this high-handed procedure.

The first forthright thing that was said upon the subject came from Governor Baldwin in the form of a warning that he would tolerate no strong-arm tactics on the part of either management or labor. The reference to management was thrown in by the governor for good measure. No man in public life from the governor down, seems to think it is possible to discuss a problem of this kind without leaning over

backwards to say something about both sides.

In the present case the lawlessness was entirely on the part of labor, and the injury to Connecticut's good name in general and the good name of Stamford in particular was created by the high-handed tactics employed by the pickets.

In a community governed by law, with respect for the right of private property and for the Constitution of the United States this kind of "peaceful picketing" is utterly lawless. It would be well for the governor, the state police and all other authorities to serve notice that they will not stand for it before there is any tendency to copy Stamford's bad example.

CHALLENGE IN BRISTOL

(Waterbury Republican)

How the germ of an idea can grow and do good or evil according to its inherent merit is illustrated by an announcement from Bristol by the United Automobile Workers that, starting next Tuesday, strike pickets will bar all superintendents and office workers from entering the plant. This proposed action can be traced to what happened at the Yale & Towne Mfg. Co. in Stamford, where pickets kept the president of the concern from going into his own factory. Police officials there failed on their job. Now we are about to see a new testing of a line of strike procedure which, if permitted by Bristol police will set a precedent for unions virtually taking over the control of a manufacturing plant whenever they have a disagreement with officials of the company.

All eyes will be on Bristol Tuesday. If the strikers succeed



in their plan it will mark a new encroachment on property rights as recognized by this government. The effect will be bad everywhere and in every way. Will capital risk its money in a venture which can be virtually confiscated by employees at will? Will industrial leaders devote their energies to an enterprise from which they themselves may be barred at the whim of union leaders? Here we are dealing with the very bases of liberty. The issue cannot be ignored. The challenge cannot be disregarded.

And along with the proposal to bar superintendents and office workers in Bristol comes the announcement that pickets will force suspension of operations on

the building of a half-million dollar plant by the New Departure Co. That is a short-sighted policy on the part of the union. The controversy over wages could be settled without interfering with the construction of a plant that will mean more work and business for Bristol. The strike will not go on forever. When it is over, the community would be better off if the new plant were available to provide employment for more people.

However, the principal issue has to do with the barring of officials and office workers. That will not be tolerated by any law enforcement agency alert to its responsibilities.

(THE DETROIT STRIKE

(Waterbury Republican)

The great strike of automobile manufacturing workers of General Motors has broken on the country at a time when industry is striving to convert to peacetime production and assure basic prosperity for all who earn a living thereby. Certainly the union leaders did not show a disposition to settle differences with company officials by continuing negotiations. They delivered a 24-hour ultimatum and started the walkout at a time when the labor-management conference in Washington was seeking means to assist in the avoidance of strikes. The dispute between union and company officials is most complex. Labor seeks a 30 per cent increase in wages at a time when the federal government is establishing ceilings on car prices. Management may well be perplexed by a situation which calls for a big increase in costs and small, if

any, boosts in income. Only by increased production through technological improvements and greater labor efficiency can the challenge be met. Brains and ample time for study might have been able to solve the problem. But labor was spoiling for a fight. It wanted a test of strength, hence the 24-hour ultimatum and walkout.

We hope that there is an early ending to the strike. Nothing is to be gained by either side through a long shut-down of one of the principal industries of the country. The six-weeks sit-down strike of General Motors workers in 1937 cost them 30 million dollars in wages. Such money is lost forever. Time is valuable to both management and labor, particularly now when the entire nation is straining to re-establish itself on a harmonious basis of cooperation so that we may make the best of domestic and foreign markets.



KEEP POLITICAL HANDS OFF

(Waterbury Republican)

Indicating Waterbury as a city of first rate observance of laws regulating restaurants, hotels and other places in the sale of alcoholic beverages, an article in the Connecticut Reviewer by Harmon Genlot states that the Connecticut Restaurant Association is about to start a campaign throughout the state based on the "Waterbury formula": "Let public officials remain public officials and liquor dealers remain liquor dealers."

It's a good slogan and well may the state profit by observing it. The fingers of politicians of a certain class itch to get at such influencing as they can bring to bear in licensing and administration of the laws pertaining to this business. They make it very profitable for themselves either directly or indirectly and they thus become a curse to the public at large and to the dealers who want sane laws and want them enforced without favor to any one.

When politicians tamper, evils slip in and sane laws go awry. Then the general public in disgust demands that straitjackets be applied. Whereupon we go round and around through what we've seen in the past, law enacting that has nothing of good sense in it, violations, protests and reliberalizing as it is seen that what has been done suits no one and benefits no one. The popular notion that liquor dealers corrupt public officials is erroneous. It is public officials or their political hangers-on who mess into the liquor business to its corruption. When the business is used for the profit of politicians, the state suffers.

A BANDIT ON "VACATION"

(Waterbury Republican)

Parole boards and other clemency units engaged in lacrimal consideration of the sad fate of criminals who have been placed behind bars are more and more given in these days to kindnesses that demonstrated that the head and not the heart should be brought to play on such problems. The current hunt for a bandit murderer in Oklahoma is a case in point. "Kid Bandit" Matt Kimes, head of a gang of robbers who spread terror in bank jobs and other exploits for police attention, had been where he belonged, in prison for the past 18 years. He had won two life sentences for the killing of two peace officers.

Memory having softened on these killings, a plea for executive clemency was being made. The Oklahoma pardon and parole board then got the fine idea of giving him a leave of absence from prison to demonstrate that all should be forgiven on a basis of a reformed life. A bank robbery almost immediately bobbed into view, but no one, least of all the kind board, suspected that he could possibly be the robber. In fact, the "Kid Bandit" went back to visit the board after the bank had been robbed. So he rambled freely once again. This time he has pulled a \$1,200 theater box office robbery and the police of the nation are asked to be on the alert to catch him. They are also asked to be on the alert to save themselves from being shot by this roving prisoner who already has notched his gun for two policemen killed. It's an easy life--for the paroled and for the members of the board who set him loose on a vacation from prison.



## FIRE MARSHAL LAHEY RETIRES

(Waterbury American)

The retirement of Marshal Dennis J. Lahey from the Fire Department removes from active service an able and conscientious official. He has set a pace particularly in meticulous guarding of lives against fire possibilities at public gatherings that should be an example for other cities and insisted upon for continuance in Waterbury. No circus, theater, or other entertainment enterprise could shortcut protective requirements under his jurisdiction. He was always on the job and always insistent that the law be complied with. He retires after 29 years of Fire Department service, 13 of these years as marshal, with the satisfaction of knowing that within that time the city that he served so well has no record of tragic loss of lives of people, old or young, gathered together for entertainment purposes.

Likewise the retiring marshal has persistently kept active with insistence that old papers and rubbish that constitute a fire hazard shall be removed promptly from yards, cellars, and wherever else they might accumulate to constitute a fire menace. By word as well as action he forwarded his safety campaigns. Children in our schools today and many a person now grown who attended our schools recalls his visits to school rooms to teach the needs of guarding against fire. Wherever a fire got under way, Lahey was in at the scene with the speed of all that the department had, to observe and to discover by careful examination what caused the blaze. His reports were made with great exactitude, not merely to record what had occurred but more particularly to bring to the public inform-

ation that would educate them further against the hazards that cause fires.

Much can be said about Dennis Lahey as an interesting and pleasing personality, particularly well known to newspaper men. We hope that Tuppy Wright, who so frequently contributes articles on men of note in our city, will undertake an appreciative and understanding story about Marshal Dennis J. Lahey.

Capt. Eugene A. Legge, who now becomes marshal, is one who has been conscientiously devoted to duty. He makes a first class successor to a work of such importance. He has been closely associated with Marshal Lahey in work and spirit of city protection. Confidently we look forward to a continuation of the fine record.

## WELL-DESERVED PROMOTIONS

(Greenwich Time)

As a result of police department examinations, three members of the police force were promoted by the Police Commission and Police Chief John M. Gleason. We congratulate Major Everett J. Robinson, just back from the wars, on his promotion to Sergeant. We also congratulate Detectives William Burke and John F. Conlon, who have earned and deserve their promotions to Detective-Sergeant. Another announcement that will be well received by the public is the assigning of Policeman James J. Butler to the Detective Division.

The writer knows these men and was for many years in a position to watch them at their jobs. All four are capable, conscientious and, above all, veteran policemen who are a credit to the police department.



COMMENTS FROM THE  
CONNECTICUT STATE JOURNAL  
OCTOBER 1945

Don't believe it when the people tell you that Connecticut is famous for this or that. Maybe we need more general advertising. On a recent "Take It or Leave It" broadcast, Phil Baker asked the contestants to give the right answer to the "big" question of the Sunday evening, which would have paid \$243. The question--"What state is known as the Nutmeg State?" Nobody put down the right answer.

One of Waterbury's police patrol wagons rolled off on what its occupants thought a routine call--routine usually meaning a drunk. The desk sergeant's feet hit the floor promptly upon receipt of a telephone call from the cops in the wagon. "It's a bull," they had said. It was too. It was pretty hefty, and had been frolicking and frisking about the Thomaston avenue neighborhood to the somewhat definite embarrassment of residents there. Waterbury coppers have had some posers facing them from time to time, but this was new and they were nonplussed. The animal was too big to get into the wagon. They finally settled the situation by getting a nearby farmer to lead the bull into his farm until the owner could be located. It's all in a night's work you know.

A Clintonville lady, sitting on the jury in Superior Court in New Haven, was upset recently. An attendant had just received a telephone call from a neighbor. The lady's house was on fire. She informed Judge Howard Alcorn, who adjourned court. An attendant rushed her by car to her home, but the Montowese volun-

teers had snuffed out the blaze by then. She saved a lot, however, because of possible smoke damage which would have been caused if she continued listening to a half dozen lawyers.

These bloomin' state troopers keep right on pulling new stunts. You can't really afford to miss a single newspaper these days if you try to keep up with them. Just now, the department has come up with a new method of determining the degree of intoxication of persons charged with drunken driving. They have conceived a system of chemical analysis of body fluids, and in a recent case in Middletown, Superior Court Judge John King admitted the analysis as evidence, found the defendant guilty.

One of Waterbury's policemen recently found a 74-year old farmer who had been driving a car for sometime past without having a license. He was delivering milk in a light truck, said he had a driver's license about 30 years ago but hadn't carried it since "because it might be stolen."

State Police Training

The State Police Department is outstanding in its insistence upon the studying of department activities. The State Department of Education has been prominent in recent years in its myriad of courses. The University of Connecticut has been right in the race at the top too. Many of the other state departments require special instruction and "schooling" from their employees.

When a state police "rookie" is accepted after passing his examinations for appointment, he spends considerable time "in school." It's a long time before



he gets a motorcycle or an assignment. He goes through what is called a "recruit training course" in the Bethany Barracks, and when he gets through he knows police work. Bethany also holds what are termed "refresher courses" for troopers. Last year 175 of them were recorded as having participated.

During the past year, state policemen from Connecticut attended the traffic institute sessions at Northwestern University at Chicago. One trooper spent a few months with the Royal Canadian Mounted Police the year before in order to return with advice on handling dogs. Legal medicine came under study then too, as well as an influx of Connecticut policemen when Harvard University took up the subject of homicide investigations.

---

TOO MANY CARS?

(Danbury News-Times)

There really are not too many automobiles on the highways in and around Danbury these days--it just looks that way. Perhaps we haven't yet become accustomed to the crowded streets and roads, after the years when gas rationing kept so many cars in the garages, and allowed us only a few little dinky trips to the grocer's, to the outskirts of the city, once in a while.

Last Sunday saw more cars on the highways than any Sunday since gas rationing went into effect. Or at least it appeared that way. Moreover, not all motorists were driving with care and caution, either, as they enjoyed the autumn foliage, the crisp air, and the sense of freedom which for so long a time they have not had.

There is double need for care

in driving these days. In the first place, not many motorists have driven many miles during the past three years, and they may have lost some of that driving instinct and awareness which only constant driving develops and keeps. Moreover, almost every car on the road nowadays is old; some of them are rickety and far past the age when they would ordinarily be in service. Hence they should not be driven at high speeds. The combination of unreliable mechanism and "rusty" driver can spell disaster along the highways, and is something to be borne in mind by every one of us these days.

State Police Commissioner Edward J. Hickey, who serves also as chairman of the State Traffic commission, has warned of the dangers of post-rationing traffic, and of the peril from over-age automobiles, as have others in official position, as well as the National Safety council. It will be some time before the jalopies now on the highways can be replaced by better cars, and it will take most of us a few weeks to grow accustomed to driving in thick traffic again.

There is no need to kill or to be killed as we drive for either pleasure or business. Why not determine, here and now, to be careful, all the time, everywhere, while driving?

---

ONE HUNDRED YEARS AGO  
IN THE NEW YORK TRIBUNE

By the recent quarterly report of the mayor to the Board of Aldermen, it appears that 793 Policemen are on duty in the City and of these 51 are detailed to the Civil Courts, the Police Offices, and as bellringers.



WHAT NAME SHALL WE GIVE  
OUR CONDUIT HIGHWAY?

By John W. Colton

(Hartford Times)

One evening recently we drove over the Charter Oak Bridge on our way home from a visit to Groton, where we had stood on the ramparts of old Fort Griswold and had tried to imagine the scene that September day in 1781 when Ledyard and his small band resisted the British attack on New London.

The Thames was busy. Overhead were swarms of black Navy fighters. From the old fort New London seemed a crowded city, being by-passed by traffic over the new bridge such as never could have been imagined by the patriots who died on that soil when the nation was being born.

It was a clear day. The Connecticut countryside was wearing its warm brown late fall suit. Up hill and down dale the road goes between New London and Hartford, as most everyone knows. We turned off at East Hartford to come home the easy way--over our new toll bridge. After we had paid our dime we were tempted to stop, for the view of Hartford from the bridge is as fine as is to be had in our opinion. Only our belief that we might obstruct traffic, that parking on the bridge might set a bad example or even be a violation of some rule, prevented us from lingering. The lights in the tall buildings, the reflections on the still surface of the river, the illusion of being high above one's environment, make the view from the bridge a memorable one. If you have not seen it, by all means do.

And while on the subject of views, the foggy, drizzly weather that prevailed early this week

made possible some interesting downtown color effects. One of them was the Travelers tower building, silhouetted against pink and green mist--the pink from neon lights of the business area, the green (or is it some kind of blue?) from the beacon atop the tower. Twice we were impressed by that scene, once when there were no lights at all in the building, and another evening when it seemed as if every window were ablaze. As seen from Prospect St. the aura that surrounded the building was suggestive of the faint final tones of a sunset on a misty evening. There was proof in it that beauty is where you find it, and that it need not be far away at any time.

That brings us to the opening of the new Park River Conduit Highway next Monday.

That will be the culmination of years of effort to get rid of the noisome Park River and also to protect the downtown area of Hartford from floods, which in the past have been costly and destructive.

It will also be the climax to the watchfulness of the army of sidewalk superintendents that has followed the construction of the highway from the sinking of the first concrete pile east of the Valley Railroad tracks to the sweeping of the inclines that will make it easy for cars to get on and off the highway.

By the way, that is probably the most expensive system of roads in the State that has not been given a name. To call it the "Park River Conduit Highway" is to give it a stodgy, unromantic title, as well as one that is descriptive of only a part of it. To label it the "Park River Express Highway," the unofficial title it now bears, leaves much



to be desired.

Not until the highway is turned over to the city by the State Highway Department will the community know what its name shall be. In the past two names were suggested. One, the Roosevelt Boulevard, because of the fact that FDR's flood-control and conservation program made it and other flood-control projects in the Connecticut Valley possible through the Federal government's large contributions; the other, the Spellacy Drive, because the former mayor was in office while the work was in progress and because of the well known part he had in bringing the Flood Commission into being.

Whatever the name may be, it should be short and appropriate. We hope the Board of Street Commissioners, or whatever authority may do the christening, will avoid any such long-winded title as recently was given Sixth Ave., in New York City, when it became the Avenue of the Americas.

There also will be an opportunity for the city to name the traffic circle at Hudson and Elm Sts. It should not be just "the traffic circle." Maybe in the center could be put the memorial to Thomas Hooker about which so much has been said and so little done, and the name of the city's founder be given to the circle.

Already residents of Wethersfield have found that they can get to and from the center of Hartford most expeditiously and safely by using the new highway south of Sheldon St. Eventually, when the proposed North Meadows Highway is built, people who live in Windsor, Windsor Locks and Suffield and work in Hartford will find it much easier to get in and out of the city. Then will come the really bothersome problem of providing adequate parking space.

RESCUE OF NOTHING  
CAUSES MUCH ADO

Pawtucket, R. I., (NANA)-- Nothing kept two radio patrolmen busy here for half an hour early this morning. Radio Patrolmen Earl Adams and Michael Ogni of Pawtucket reported:

"We saw Nothing enter an alley running from Roosevelt Avenue about 2 a.m. Checked and found Nothing. Searched further and found Nothing climbing out of the Blackstone River. Nothing had fallen into the river. When questioned, Nothing said he knew nothing about how he got into the river. Nothing said he began to realize something was wrong when he hit the cold water. Nothing was all wet."

Later Pawtucket police turned in Melvin Forgets. Nothing, 20, Fireman l/c Nothing suffered nothing more than a slight bruise on his forehead.

\$12,000 IN HANDBAG  
GETS KICKED AROUND

(Hartford Times)

A handbag containing \$12,000 in cash was tossed around, thrown in a corner, and left lying on a bench at Municipal Hospital for several hours Friday afternoon, but the money was recovered intact.

The handbag belonged to a woman who came to Police Headquarters Friday to complain that she was being "poisoned by enemies." Police, suspecting she was mentally unbalanced, sent her to the neuro-psychiatric ward at Municipal Hospital.

Attendants there found the handbag after she had tossed it aside. The woman will be returned today to her home in New Haven.



READ THE BIBLE

(Waterbury Republican)

Read the Bible, says Gov. Baldwin. Good advice. If learning can be gotten from any book or series of books, the Bible certainly contains more of the elements of education than any other single volume ever published. Besides being the foundation of the Christian and Jewish religious faiths; besides being the basis for our present moral and ethical codes, and many of our laws; besides being the inspiration for most of our spiritual sustenance, the Bible contains history, geography, poetry, philosophy and many other subjects valuable to an inquiring mind.

For our present ethical and moral standards, refer to the 10 commandments. For many of our present laws turn to the Book of Leviticus. For history turn to Genesis, Exodus and other Books of the Old Testament. For poetry, see the Psalms. For philosophy read Ecclesiastes. For geography read the places named in the four Gospels, with respect to Palestine and in St. Paul's letters with respect to Greece. For hope of a better world, add the Book of Revelations to the Gospels.

In fact there is no basic field of human endeavor that is not dwelt on in the Bible; such basic human qualities as fear, hate, joy, patience, love, freedom, ambition, success, and many other everyday experiences are covered.

Let us then follow Gov. Baldwin's advice; read the Bible and increase our religious experience, broaden our horizons and come more nearly approaching integrity, soundness, wholeness, character, fidelity and other

attributes which make man more religious and a better citizen.

SCOTLAND YARD GRAPPLES WITH  
CRIME WAVE

Conditions in Britain, Worst in Many Years, Plague Police-- Kidnapings, Gang Killings, Jewel Thefts Among Many Cases On Books.

By Henry B. Jameson

London, Nov. 24 -- (AP) -- Scotland Yard police, combatting the worst crime wave in Britain in many years, are being hard-pressed to maintain their reputation of always getting their man.

At least six unsolved murders, all committed since V-E Day, a kidnaping and a number of large jewel thefts are among the cases on the books.

Experts said they could not remember a time when so many big cases were under investigation. Chief Inspector G. A. Somerset even had to leave his desk in headquarters to assist his detectives on the streets.

Two of the most publicized murders, both described as "gangland" killings, were committed in London under similar conditions, two weeks apart. The first victim was Frank (The Duke) Everitt, a taxi driver with what the newspapers called "a background of mystery".

The other was Reuben Martirosoff, 39, who is listed in police records as an international racketeer and black market diamond merchant expelled from five countries.

The other murders took place in the provinces, where Scotland Yard does not enter cases except on request of local chiefs of police.

October was the worst month



for crime in England since the first year after the last war. Crimes varied from bicycle thefts, burglaries and safe breakings to the snatching of a fortune in jewels.

More than \$80,000 worth of precious gems were stolen in one of the latest store robberies. Many homes have been robbed of jewels worth small fortunes. The loot at one place included cut-glass copies of the crown jewels.

"Not Yet As Bad As Chicago,"  
Says Paper

"London, Birmingham and other cities are not yet as Chicago was in the bad old days of the gang wars, but the first shots have been fired," said The Sunday Chronicle, commenting on the murder of Martirosoff, who was shot in the back of the head as he was getting out of an automobile in front of a West End Club.

"There are killers at large and they have guns," the paper added.

This statement is quite significant in England, where many of the toughest criminals go unarmed and where the police do not carry guns or clubs except when on the trail of known killers.

Army pistols have been recovered from a large number of suspects arrested recently. Several of them were carrying German Lugers.

"A fresh outbreak of crime was to be expected following the end of the war, but it has not yet reached an alarming stage," said a spokesman for Scotland Yard.

Discounting reports carried in some newspapers that "gang law is coming to London," he said there has been no evidence that many of the major crimes were linked to a central underworld gang.

However, many incidents have been tied unofficially with the "Black Diamond gang," the name which newspapers have given to London's leading black market racketeers. Several members of this gang are said to be aliens with international police records.

London is becoming the center of the diamond smuggling racket, according to evidence collected by Scotland Yard.

The diamond smugglers also are dealing in smuggled perfumes, foreign currency and a host of black market items.

A large number of bogus five-pound English bank notes, printed in Germany, have turned up in England during the last three months.

One of the most baffling cases Scotland Yard has had in years was the kidnapping of a small baby out of its buggy in front of a London department store more than six months ago. No ransom was demanded and few clues were ever found.

Women were victims of three of the recent murders.

The hacked body of a middle-aged woman identified as Mrs. Ivy Nettleton was found half buried in the sandy beach near a small English channel resort village. Police dragged the beach for days with field harrows--and finally turned up clues through which she was identified.

Caroline Evans, 33-year-old Welsh school mistress, was found strangled along a country lane. Mrs. Amy Davis, 68, was found dead in a bathtub at her home in Coventry. She operated a popular tavern, and local rumors were that she kept large sums of money hidden around the house.



## WAR ON CRIME

(New Haven Register)

New York City is at the moment gripped by one of its worst crime waves in many years. Law enforcement officials of that city are now moving with all facilities at their command to combat this increase in robbery, murder, mugging and crimes of violence. It is their contention that an undermanned condition within the department lends difficulty to their battle.

Surveys taken throughout the country reveal that crime is on the upswing. J. Edgar Hoover, head of the Federal Bureau of Investigation, has estimated that crime in the United States had climbed from 10 to 15 per cent in recent weeks. Mr. Hoover warned some months ago that this condition would prevail. He asserted that unless there is an awakening of public consciousness to civic and moral responsibilities this nation will be engulfed by a crime wave of major proportions. He advocated that law enforcement agencies be bolstered and enforced wherever such added strength was indicated. This can only be accomplished through public consent. If the solution to our crime troubles lies in this direction, such consent should not be long in coming.

The nation-wide survey indicates that the present upsurge must be attributed more to war-jittery amateurs and uncontrolled juvenile delinquents rather than to professional gangsters. On a nation-wide basis returned servicemen have been given a remarkable clean bill of health, figuring but little on police bookings for crime.

This crime wave has thus far had but a minor reflection in New Haven. Here, as elsewhere minors, adolescents and men in their

early twenties form the bulk of the crop which has been harvested as a result of crime attempts. This type of crime can definitely be controlled and held to a minimum by determined police vigilance, supported by one hundred percent community backing. Public indifference, on the other hand, would furnish the means whereby these now petty crooks could grow into the organized terror gangs of the prohibition era.

We want none of that here, or in the nation. The time for action is now.

## MOVE IN RIGHT DIRECTION

(Waterbury Republican)

Establishment of a special bureau in the Department of Justice that will be devoted to the handling of teen-age lawbreakers, as now proposed, will be a move in the right direction. Under the leadership of Atty.-Gen. Clark, a campaign is being conducted to better the handling of juvenile delinquent cases. In support of Atty.-Gen. Clark's contentions that youthful offenders require special treatment, statistics are quoted to prove what is already generally known--that adult criminals began their careers as lawbreakers when they were still children.

A study of top gunmen such as Alvin Karpis, John Dillinger, "Baby Face" Nelson and "Pretty Boy" Floyd reveals that 70 per cent of these enemies of the law had their first brushes with the police as boys.

The proposed board would consist of clergymen, educators and social workers who would cooperate closely with Department of Justice officials. Plans call for experimentation with an enlarged Brooklyn plan in which



first offenders are not arraigned in court at all, but given another chance to begin life as law-abiding citizens without police records.

The need for closer cooperation between police officials and social workers is obvious in practically every city. Somewhere between the field of police work and the sphere of the social welfare agent there is a neglected area of operations. There is the place that many a youngster is lost to society. There also exists in many communities antagonism between police and social workers. Police, facing the stern business of solving crimes and catching offenders, often have little appreciation of the efforts of the social worker. The latter, on the other hand, are sometimes inclined to believe that law enforcement officers are heavy-handed men who should be permitted to handle but a minimum of juvenile delinquency cases.

---

WITH NUTMEG FLAVOR

By The Yankee Pedlar

There is a note of time marching on and patience being its own reward to be found in a list of State Police promotions recently made by Comsr. Edward J. Hickey.

It is only 16 years since two officers, now assigned to executive posts in this part of the state, were troopers who patrolled Eastern Connecticut's highways on Henderson, 4-cylindered motorcycles and Model T roadsters that comprised the department's transportation facilities in 1929.

They are Lt. Henry M. Mayo, now chief of special service for western Connecticut, and Lt. Elton T. Nolan, who succeeded Lt. Fred Brandt as commander of the

Canaan Barracks Nov. 1. Lt. Nolan was barely of age when he joined the force back in 1925.

Lt. Mayo came on in 1923 and filled a vacancy at the Danielson Barracks caused by the death of Trooper Irving H. Nelson, a New Haven veteran of the 102d Infantry, who was shot down by the Ice Box bandits at Pomfret April 6, of that year.

Lt. Nolan is a model of what the well-dressed policeman should wear. Whether in civies or uniform this officer always looked as though he had just come from a Bond St. tailoring house. He was the bane of bootleggers in prohibition days and excelled in the art of intercepting run runners with hauls from Boston and Providence.

When Mayo and Nolan were stationed at Danielson they were two of six men who covered a three-county territory that is now patrolled by a much larger force, with far more efficient equipment that includes high-speed automobiles, two-way radio and unlimited resources for scientific crime detection.

---

Patrolman John "Jingles" Donahue and Waterbury are synonymous to some people. A man from Grand Rapids told me the other day that the first time he ever read about the Brass City was in the Grand Rapids Press when the cutline under a front page photo showing of a policeman and a motorist told how Officer Donahue used rhymes to keep Waterbury's traffic lanes open. Jingles' fame has traveled far beyond the Furniture City. I once met a policeman in Chicago and when he caught Waterbury in the introduction he brightened and said: "Oh, sure, that's the town where that traffic cop writes his tickets in verse. How are ya?"



POLICEMEN GET DAD'S NUMBER

Police Commissioner Arthur W. Wallander pinned patrolmen's badges yesterday on twenty-nine veterans newly appointed to the police department, and among them were two who received the same numbers their fathers wore, as follows: William V. Keaveny, son of Michael Keaveny, retired thirty months ago, Badge 4556, and Edward Matthews, son of John W. Matthews, retired two years ago, Badge 3577.

(Illinois Police Journal)

President Harry S. Truman says good-bye to "Jimmy" Sloan when the latter leaves the White House after guarding Presidents since the days of Theodore Roosevelt.

James Sloan is coming back to his home in Danville after spending 32 years guarding Presidents of the United States, spending most of his time in the White House in Washington, as a member of the United States Secret Service.

It is more than 32 years since Sloan joined the Secret Service. In fact, as a protege of "Uncle Joe" Cannon, he first went into the service in 1902 under the late John Wilkie of Chicago, then Chief. For several years, later on, he was in private business, but was induced to go back on the old job.

Washington Record

Bascom N. Timmons, writing in the Chicago Sun, had this to say about Sloan and the fine record he made:

"Jim Sloan, whose discerning eye has protected the lives of six Presidents, is going home to Danville, Ill.

At 63, after 32 years in the

U. S. Secret Service, Sloan is leaving the White House and is going back to a little house in Danville, where he wants to grow a few flowers and vegetables.

"In a sharp reorganization of the Secret Service White House detail following the induction of President Truman, Sloan asked the chief of the Secret Service to give him his retirement release--and it became effective this week.

ROBERT'S LOAD

by

Inspector Andrew Verdon (Rct)  
Manchester Police Dept.  
Manchester, England

A policeman's lot is not a happy one, we have been so often told;

And He knows it is not true that London's streets are paved with gold;

Knows; Ah! yes this human signpost, midst the mighty city's din,

Must be always and "by order" a complete enquire within.

Breach of bye laws, state decisions orders long, from Boards galore.

Statutes ancient, statutes modern laws for this and foreign shores;

He must understand them fully all enquirers well advise

Study each renewal license as by date the old one dies.

Persons "wanted" he must look for, note complexion, hair and eyes;

Persons "missing" he must find them every age and every size;

Persons "found" Yes, he restores them to the anxious ones at home.



Missing, wanted, found and injured  
all pass through his hands alone.

As he lifts his hand in silence  
so the stream of traffic halts  
He's the alien's ready steersman  
children's refuge from assault;

Waifs are taken from the gutter,  
aged "dossers" from their lair  
One and all claim Police protection  
and are safe beneath his care.

A reckless driver claims attention,  
careening madly, on he goes.

"Now, Policeman!" shout by-standers  
each one careful of his toes;

He must face where others falter,  
he must even risk his life;

Yes, they say "It is his duty"  
little thought of bairns and wife.

Should a lunatic's wild ravings  
over all a terror spread.

The constable must act and promptly  
seize, restrain, no danger dread;

He must always answer "Ready"  
whereso'ere the call may come  
From lord or begger, wealth or misery  
palace grand, or dreary slum.

An accident? Yes call a Policeman  
he will tend the broken limb

Fetch the ambulance and doctor,  
this must all devolve on him;  
Should the injury prove fatal, he  
must not a moment lose.

In seeking the unconscious widow,  
to her break the awful news.

See approaching terror stricken  
carriage horses running wild  
Stand back! dare not bar their  
progress see ahead a helpless  
child!

"Policeman, save her!" God he  
ventures! he will dare that  
life to save

Now she's safe! he falls on duty,  
and no granite marks his grave.

Now admits a crowd of people  
watch a Policeman's bitter  
fight

Ruffians, six to one against him,  
his reverse the crowds delight  
No one shouts "Bravo Policeman"  
no one lends a helping hand

The battering is just what he's  
paid for yet we boast our  
christian land.

When the thrilling cry of "Mur-  
der" echoes through the  
dreary slum

He must face the knife, if needs  
be; stand his ground when  
others run

He must seize the night marauder  
caring not what threats  
portend

He when others sleep, must waken  
life and property defend.

With his multifarious duties--  
these I name are but a few--

On he battles oft disheartened,  
Yet to duty loyal and true

Prove to him your approbation;  
don't with criticism goad

Shout an honest "Bravo Bobby"  
and thus lighten "Robert's"  
load.

---

POLICEMEN SAVE CHOKING CHILD

Tonawanda, N. Y.,--Two police-  
men used a large nail to extract  
a salt-shaker top from the throat  
of one-year-old Lindy Ann Tucker  
and were credited with saving the  
child's life. When the plastic  
top became lodged in Lindy Ann's  
throat, her grandmother took her  
to a nearby police station.  
Fearing the child would strangle  
before a physician could arrive,  
Desk Lieutenant Edward Marohn and  
Patrolman Arthur Butler decided  
upon their own emergency opera-  
tion.



HICKEY ACTS ON  
WEAPONS COMPLAINTS

Orders Rigid Enforcement of Law  
After Damage To Utility

(Hartford Courant)

State Police Commissioner Edward J. Hickey Thursday ordered all members of the department, acting in conjunction with local police authorities, to enforce strictly the laws relating to the carrying of dangerous weapons and to injury to property of electric companies.

The commissioner acted, he said, as a result of an increasing number of complaints that "wilful damage to private property is so flagrant and so wanton that lives of public utility employees are unduly endangered in the frequent replacement of insulators on high voltage lines."

Refers To Death.

Referring to the recent death of Ernest W. Pratt, who was electrocuted while replacing an insulator smashed by a vandal, the commissioner said: "In Wethersfield, a valued employee (a husband and father), lost his life recently in an accident while replacing one of these insulators broken by a rifle shot. Since that death, as many as 50 more insulators have been found broken. The Connecticut River Valley appears to be the center of this trouble."

In his order to State Police districts and barracks the commissioner said: "In conjunction with local police agencies, we shall immediately enforce the provisions of Section 6219 as amended by Section 1443e of the 1939 supplement." This statute provides a maximum fine of \$500 and maximum imprisonment of three years, or both, for carrying a

dangerous weapon.

The commissioner also ordered the enforcement of the statute, No. 6147, relating to injury to telegraph, telephone, light and power equipment, which provides for a maximum fine of \$200, maximum imprisonment of a year in jail, or both.

"Every State Policeman," said the order, regardless of regular assignments, will take appropriate action to detect and promptly arrest all violators of these statutes. The certainty of detection, arrest and prosecution is an effective means of protecting lives and property."

REGISTERING FIREARMS

(Hartford Times)

State Police Commissioner Hickey does well in establishing promptly a registration bureau where those who possess firearms may register them. This is designed especially to protect servicemen returning with souvenirs, or others who have become owners of firearms. A record of such weapons would be invaluable in the event of theft. There will be no fee for registration and no inquiries about the arms that are registered.

Establishment of the bureau was suggested by the Connecticut Chiefs of Police Association, who are aware that boys coming back from Europe are bringing with them many foreign weapons. German Lugers are particularly popular with collectors of automatic guns. It is desirable that the ownership of such weapons be a matter of record. Owners of such souvenirs and exhibition pieces should feel safer through knowledge that their property can be more readily recovered through this voluntary registration.



FIREARMS ARE DEADLY,  
TREAT THEM WITH ALL RESPECT;  
BETTER STILL, LEAVE THEM ALONE,  
SUPT. LYDDY PLEADS

(Bridgeport Post)

"It's our problem, but it's your life."

In these words, John A. Lyddy, superintendent of Police, today summed up a situation which has resulted in the death of one boy and placed the lives of several others in jeopardy, and presented the grim findings to the Bridgeport public.

Control of firearms, he said in an interview, is largely a police responsibility under the law because it has a direct bearing on the protection of the citizen's life. It must also be an individual responsibility, he pointed out, for the more fundamental, more personalized reason of self-protection.

"Recently in Norwalk's Calf pasture a youth dropped dead with a hunter's bullet imbedded in his body," he said. "Last week a high school student was seriously wounded while he attended class in Central high school because a classmate was playing with a loaded revolver in the classroom. On Sunday just past, a 12-year old boy seriously wounded his playmate with the bullet from an automatic pistol obtained on the battlefields of Europe. Both boys were wounded critically.

"When such news reaches the public, the inevitable question is asked: How can such things happen? The answer is so simple that it lacks for people the very cautioning effect it should have.

That is the answer pure and simple. Guns of any description are manufactured, and have been since they first were invented to inflict damage or death either to human beings or wild game. The fact that a gun is labeled a tar-

get gun doesn't alter the picture in the slightest degree."

Supt. Lyddy described the "perfect death-dealing combination as "a deadly weapon in irresponsible hands." A person can be considered irresponsible where firearms are involved, he said, when he fails to exercise the maximum amount of care in protecting people from the effects of his weapon.

"It doesn't matter whether the weapon is a family heirloom, a battlefield trophy, a service pistol, a target pistol or a hunting gun--if it shoots a bullet, it must be kept safe from those who might abuse its proper use and purpose," he declared.

Supt. Lyddy emphasized that ownership of a deadly weapon entails serious responsibility, and laid down simple rules as follows: "A pistol should be registered with the local police department for the owner's protection, particularly in these days when so many firearms are being brought into the country by returning servicemen. Any future disposition of the guns must be made known to the police department under the law. A gun cannot be left carelessly in a closet or drawer in any home where there are young children or even young people. It never should be put away in a loaded condition. Educators and parents must inculcate in the minds of children a deep fear of firearms. A person who really knows guns holds for them a respect bordering on fear."

#### HICKEY ORDERS ENFORCEMENT OF FIREARMS LAW

(Bristol Press)

Hartford, Nov. 3 (AP)--State policemen have been ordered by Commissioner Edward J. Hickey to "strictly enforce" statutes re-



lating to the carrying of firearms and to the injury of public utilities.

Hickey said he acted because of "an increasing number of complaints that wilful damage to private property is so flagrant and so wanton that the lives of public utilities employes are unduly endangered in the frequent replacement of insulators on high voltage lines."

The commissioner cited the death of Ernest W. Pratt who recently was electrocuted while replacing an insulator Hickey said had been damaged by a rifle shot.

Hickey reminded that the maximum penalty for unlawfully carrying a gun is \$500 or three years in prison or both; and that the penalty for destroying utilities property carried a maximum fine of \$200 and a jail term of a year.

"Every state policeman regardless of regular assignments will take appropriate action to detect and promptly arrest all violators of these statutes," Hickey said.

#### WATCH THE YOUNG BOYS

(Waterbury Republican)

A boy in a Bridgeport high school was critically wounded by a revolver shot while in classroom. A fellow student had brought the weapon to school with him and was handling it carelessly when the accident occurred. It is time that adults became alert to the great danger involved in letting such weapons get into the hands of boys who cannot be trusted with them. Men out of the services are returning home with trophies of war or are shipping them home. Young boys are entranced and their fingers itch to get hold of these things. Care should be used in every home to see that they do not do so or tragedies will be multi-

plied throughout the country.

#### OWNERS ASKED TO REGISTER ALL FIREARMS

Safety, Anti-Theft Features In Measure

(Waterbury Democrat)

In the interest of public safety and as an anti-theft measure, owners of firearms, are requested by Supt. of Police Daniel J. Carson, to register ownership at the local police department.

Supt. Carson revealed that at a recent meeting of the Connecticut Chiefs of Police Association, it was revealed by State Police Commissioner Edward J. Hickey, that starting Nov. 1, a bureau for the registering of firearms was set up and will be maintained by the State Police.

Carson pointed out that registration of firearms owned by persons not otherwise required to possess a permit, will be entirely voluntary. The agency, he added, will be available to all police officials and to the general public.

These measures, he said, were being taken to insure safety to the possessors of firearms, especially those veterans who have returned to this country bringing with them guns as souvenirs; and particularly those veterans who bring back with them machine guns.

Carson pointed out that there is a Federal Act involved in bringing souvenir guns to this country; and he also said that there is also a high Federal tax on such articles.

In revealing the newly formed agency, Supt. Carson pointed out that there are no fees required to register. A person owes it to himself to register, he said, and added that registering will take but a little time and result in better safety for all.



# STATE POLICE FLOAT IN ARMISTICE DAY PARADES

VOX-COP

November, 1945



State Police Details in Hartford, Norwich and New London  
Armistice Day Parades.



# APPRECIATION LETTERS

VOX-COP

Page 1

November, 1945

## DEPARTMENT OF POLICE

CHIEF  
THOMAS P. MURPHY



CITY OF NORWICH, CONNECTICUT

November 13th, 1945.

Col. Edward J. Hickey  
Commissioner of Connecticut State Police  
Hartford, Conn.

Dear Colonel:

I wish to thank you for the assistance your State Police Officers under Captain Schatzman, Lieutenants Mulcahy and McKenzie gave me during our Armistice Day Parade and Exercises.

We had a perfect parade, no tieups or congestion, and your State Police Officers made a splendid showing in the State Police Platoon under Captain Schatzman.

It is estimated that 25,000 spectators witnessed the parade.

Again thanking you for the fine cooperation of your department, I remain.

Respectfully yours,

*Thomas P. Murphy*  
Thomas P. Murphy,  
Chief of Police.



# APPRECIATION LETTERS

VOX-COP

Page 2

November, 1945



HON. FRED D. FAULKNER  
JUDGE  
SECOND DISTRICT

COUNTY COURT HOUSE  
NEW HAVEN  
CONNECTICUT

## JUVENILE COURT FOR THE STATE OF CONNECTICUT

November 16, 1945.

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

My dear Commissioner:

Will you please accept the thanks of the personnel of the Juvenile Court for your fine cooperation in the conducting of our Annual Conference. I know that your talk was thoroughly enjoyed by all attaches of the Court, and feel that the policemen and other guests also got much food for thought from it.

The presence of so many members of your department was very gratifying indeed, and we in the Court feel that the cooperation of you and your men with the Court had a very salutary effect upon the other police departments.

Again, many thanks.

Very truly yours,

Fred D. Faulkner,  
Judge.

FDF:B



# APPRECIATION LETTERS

VOX-COP

Page 3

November, 1945

## HIGHWAY TRAFFIC ADVISORY COMMITTEE to the WAR DEPARTMENT

Chairman

THOMAS H. MacDONALD

Commissioner, Public  
Roads Administration  
Washington, D. C.

F-2.7

October 31, 1945

Members:

President, American  
Association of State  
Highway Officials

Colonel Edward J. Hickey, General Chairman  
State and Provincial Section  
International Association of

President, Inter-  
national Association  
of Chiefs of Police

Chiefs of Police  
State Police Headquarters  
Hartford, Connecticut

General Chairman,  
State and Provincial  
Police Section,  
International Associa-  
tion of Chiefs of  
Police

My dear Colonel Hickey:

President, American  
Association of Motor  
Vehicle Administrators

The Highway Traffic Advisory Committee to the War Department is officially dissolved, effective tomorrow. It has been a real pleasure to be associated with you during the period when you have been a member of the Committee. The Committee and the Nation were fortunate to have the benefit of your wise counsel during this critical period. No one could have shown a finer or more unselfish spirit of teamwork.

Secretary

L. S. HARRIS

Executive Director  
American Association  
of Motor Vehicle  
Administrators  
Washington, D. C.

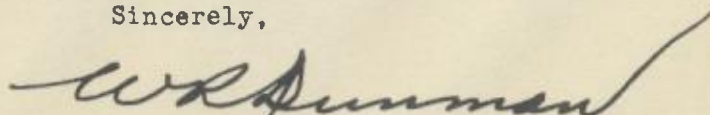
I trust that you will be equally active and interested in the work of the Committee, composed of representatives of the Police, Motor Vehicle Administrators and Highway Officials, that is now being formed to work toward a solution of problems in which all three Associations are interested.

Director

W. R. DUNMAN  
Washington, D. C.

With kindest regards,

Sincerely,



Director



# APPRECIATION LETTERS

VOX-COP

Page 4

November, 1945

## *Jewish War Veterans of the United States*

DEPARTMENT OF CONNECTICUT  
(INCORPORATED)

ROOM 284  
STATE OFFICE BUILDING

PHONE  
7-6341. EX. 2384

165 CAPITOL AVENUE  
HARTFORD, CONNECTICUT

November 15th, 1945

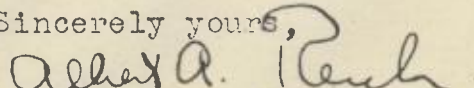
Edward Hickey,  
Commissioner of State Police  
State of Connecticut,  
Hartford, Connecticut.

Dear Commissioner Hickey;

I would like to call your attention to something which I think you as Commissioner should know. Too many times you receive criticisms with very little commendations on the State Police Department. This letter is of the latter.

On the night of November 12th at about 11.30 P.M. returning from Norwich where I had addressed a meeting celebrating Armistice Day, I found that as I got into Colchester I did not have enough gas to get to Hartford. On inquiry in Colchester I found that no gas station was open in that city and none on the road to Hartford. We went to the Colchester State Police Barracks to see if we could receive some sort of assistance. This we did and this is why this letter. State Police Officer Ed Shedroff with the assistance of a Dispatcher whose name I did not secure gave us assistance and helped us secure gas for which I am most appreciative. This Officer called at least 6 gas stations in Colchester until he found one in which the owner would come down and open up and give us gas. Officer Shedroff was most helpful, courteous, civil and obliging. He is a credit to our great State Police Department. So this is the reason for this letter to let you know so his actions will receive the proper recognition.

Sincerely yours,



Albert A. Reich  
Department Commander

AAR/hks



A  
P  
P  
R  
E  
C  
I  
A  
T  
I  
O  
N

WETHERSFIELD SCHOOL DEPARTMENT

Harvey Fuller, Superintendent

Wethersfield, Connecticut

October 31, 1945

Dear Commissioner:

Officer John Pomfret did a masterful piece of detective work in apprehending the boy who set fire to the high school building. I worked closely with him and know the good work that he did. His skill in questioning juveniles showed that he is an able police officer. His good work and the ability he demonstrated in solving this case reflects credit both on the State Police Department as an organization and on John Pomfret as a policeman.

Very truly yours,

Harvey Fuller

ARMISTICE DAY COMMITTEE

OF THE

CITY OF HARTFORD, CONN., INC.

November 19, 1945

Dear Commissioner Hickey:

Will you please accept the formal thanks of the Armistice Day Committee for your usual fine cooperation on the occasion of our parade November 12th.

We are never quite sure what the State Police are going to do for us, but it is always plenty and it is always good.

Your men and equipment made a fine showing and contributed largely to the success of the parade.

We are indebted to you again.

Sincerely yours,

Charles H. Miller,  
President

L  
E  
T  
T  
E  
R  
S



# APPRECIATION

# LETTERS

VOX-COP

PAGE 6

NOVEMBER 1945

October 29, 1945

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

Dear Commissioner Hickey:

The Harwinton Agricultural Society is most appreciative to the State Police for the splendid co-operation and service given during the Harwinton Fair held October 6th and 7th.

Captain William Schatzman and Lt. Paul Lavin did a beautiful job in organizing the traffic flow. The thought and effort that Lt. Lavin put into advance planning as illustrated by the traffic map he prepared of the fair grounds and approaches certainly secured splendid results in spite of the fact that we were unfortunate enough to have rain during the two day period.

In addition to traffic service, the State Police were most valuable in emergencies which called for the use of the ambulance and for the location of 8 missing persons during the fair. Dr. Kilgus of the Litchfield Barracks was right on hand when one patron had a heart attack and the medical assistance for that one instance alone was worth the entire effort.

Thousands of Connecticut folks had the opportunity to witness the fine organization of the State Police and the equipment which was available for the public's interest. I'm sure that all found the display most interesting and assuring because of the little actually known of valuable State Police services. The following equipment was on hand: Field office with radio and telephone; motor generator and flood lights; safety car and sound equipment, ambulance; emergency equipment from station; emergency truck and equipment; sound; field kitchen; two radio traffic towers; 26 manikin police signs.

We are quite proud of these State Police services and most grateful for the splendid co-operation rendered by the department. If you have the occasion, we would be pleased to have our appreciation passed on to those in charge at the fair and to the men who assisted.

Sincerely yours,

Paul Klambt, Secretary  
Harwinton Agricultural Society

Raymond G. Bently, President  
Harwinton Agricultural Society



CITY OF NEW LONDON  
CONNECTICUT

A  
P  
P  
R  
E  
C  
I  
A  
T  
I  
O  
N

Dear Commissioner:

November 20, 1945

I wish to express my thanks to you for furnishing this Department with the services of Troopers Leighton, Donohue and Avery of the Groton Barracks to patrol this City in order to let the members of the Patrolmen's Benevolent Association attend their banquet on November 14th, 1945. The officers performed their duties in their usual efficient manner. This unselfish spirit of cooperation is indeed very gratifying to me and the Department and I want you to know that it was very much appreciated. I sincerely regret any inconvenience that this matter has caused you.

I also wish to call to your attention the very excellent showing the various members of your Department made in the parade held in this City on Sunday, November 18th, in which they participated. The comment of the public was very favorable and I am sure the citizens of New London understand more clearly just what the Connecticut State Police stand for.

Please feel free to call upon us at any time the occasion arises.

Sincerely yours,

John J. Courtney, Acting Captain

STATE EMPLOYMENT COMMISSIONER

Baltimore, Maryland

Commissioner Edward J. Hickey

November 24, 1945

Dear Mr. Hickey:

Please accept my thanks for your kindness in assigning Lieutenant Ross V. Urquhart, at Colonel Ober's request, to assist me in conducting oral examinations of candidates for promotion to commissioned rank of Lieutenants in the Maryland State Police.

Lieutenant Urquhart's services were invaluable and highly appreciated. I understand Colonel Ober is writing a personal letter of appreciation to him for his service and I would be pleased to have you add mine to his.

With warm personal regards, believe me to be,

Very truly yours,

W. D. Owens  
COMMISSIONER

(Note) - Lieutenant Urquhart served on the board of oral examination for promotions in the Maryland State Police Department in association with Capt. John D. Kime of the Pennsylvania State Police and Insp. Everett C. Updike of the New York State Police, during the week of November 12, 1945. Vox-Cop . . .

L  
E  
T  
T  
E  
R  
S



# We must think today of Our Children's Tomorrow

VOX-COP

Page 1

November, 1945

## INDICTMENT BY YOUTH

(New Haven Register)

Youth, as represented by the Boy Scouts who took over in this City Saturday for one day as the officials of this municipality, has returned an indictment. That indictment is issued against the parents of this community. It charges them with the crime of indifference and neglect, lays at their door the responsibility for juvenile delinquency and the failure upon the part of the young men and women of New Haven to endeavor to learn the lessons of good citizenship. It is a powerful and challenging indictment. It is one commanding serious thought and opening the way for corrective action. Are the parents of this City to blame for the conditions which they now deplore and criticize? That is a question which the challenge issued by these youthful officials leaves for answer by each individual parent. It is a question which should be answered by these parents fairly, and without bias.

Youth is expected to rail at restraint, to be restive under the hand of discipline, to be scornful of direction and resentful of advice or correction. Perhaps parents have been too conscious of this traditional spirit of youthful independence to the extent that they have shifted from one extreme to the other. Mayhap they have turned from too stern a discipline to too little, or none at all. Youth, with these young "officials" as spokesmen, seem to think so.

They charge that parents are leaving too much of the task of teaching youth in the arts of decency and citizenship to the schools and social organizations.

They feel that parents, in pursuit of their own adult interests, are neglecting the interests of their children, allowing them to more or less "run wild."

In view of these assertions, it seems that every parent might do well to take time for a careful examination of his own record as a parent. In many cases it may well be revealing.

## Juvenile Court for the State of Connecticut

### CONFERENCE

Thursday, November 15, 1945

AT THE

CONNECTICUT SCHOOL FOR BOYS

COLONY STREET, MERIDEN, CONNECTICUT

"THE POLICE AND THE COURT"

11:00 A. M. INTRODUCTORY REMARKS

*Chairman: Fred D. Faulkner*

Judge (Second District)

Juvenile Court for the State of Connecticut

11:15 A. M. WELCOME

*Mayor Francis R. Danaher*

Meriden, Connecticut

11:30 A. M. CORRECTIONAL SCHOOL FOR BOYS

*Roy L. McLaughlin*

Superintendent Connecticut School for Boys

11:45 A. M. THE STATE POLICE AND THE COURT

*Edward J. Hickey, Commissioner*

Department of State Police, Connecticut

2:00 P. M. THE CONNECTICUT STATE POLICE ASSOCIATION

*John B. Brennan*

Chief of Police, Stamford, Connecticut

2:15 P. M. THE POLICE ROLE IN DELINQUENCY PREVENTION

*Edward S. Crowley*

Chief of Police, Bristol, Connecticut

2:45 P. M. THE RELATIONSHIP OF THE JUVENILE DIVISION  
AND THE JUVENILE COURT

*James B. Nolan*

Deputy Police Commissioner, Commanding Officer Juvenile  
Aid Bureau, Police Department, City of New York

### DISCUSSANTS

HENRY P. CLARK

Police

Chief of Police, New Haven, Connecticut

RICHARD D. ROBERTS

Court

Director of Probation, First District, Juvenile Court



# WE MUST THINK TODAY OF OUR CHILDREN'S TOMORROW

VOX-COP

Page 2

November, 1945

John Edgar Hoover, Director  
Federal Bureau of Investigation  
United States Department of Justice  
Washington, D. C.

## "THE FIGURES SPEAK FOR THEMSELVES"

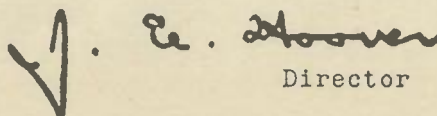
Neither the private citizen nor the law enforcement officer can afford to disregard the note of warning contained in the nationwide crime statistics for the first half of 1945. The 8.4 per cent over-all increase in lawlessness serves as an accurate yardstick for the future. It shows our society falling far short of its fullest potential. The statistics speak for themselves, and ostrich-like indifference toward them is not going to help. Now as never before we must face the future with realism.

Alarming also were the statistics compiled by the FBI concerning juvenile delinquency. Arrests of boys and girls under 21 increased 8 per cent during the first half of 1945 as compared with the same period of 1941, our last year of peacetime normalcy. Coupled with this was a 6.6 per cent rise over 1944. Of all persons arrested from January through June of this year, 21.4 per cent were too young to vote and 35.6 per cent were under 25. This latter group accounted for more than one half of all crimes against property.

The tide of lawlessness among youths continues to sweep along at full flood stage. Seventeen was the predominant age for all persons taken into custody. Arrests of boys under 21 increased 23.8 per cent for offenses against the person, which include homicide, rape and assault; 11.3 per cent, against property; and 12.6 per cent, against common decency. At the same time, arrests of girls in this same category rose 5.1 per cent for offenses against the person and 9.2 per cent against property.

Based on fingerprint cards received by the FBI, these juvenile delinquency figures are but a part of the crime picture. Statistics submitted by 392 cities with a total population of over 51 million afford an even more comprehensive view. Offenses for the first half of 1945 compared with the same 1944 period reflect the following increases: Murder and non-negligent homicide, 4.3 per cent; rape, 9 per cent; robbery, 10 per cent; aggravated assault, 11.3 per cent; burglarly, 12.1 per cent; larceny, 7.9 per cent; and auto theft, 4.6 per cent.

With figures such as these confronting us, the terrible cost of indecision and inaction becomes self-evident. The juvenile delinquent will be the hardened criminal of tomorrow—unless we meet this challenge now. Each step must be carefully plotted. At a time like this, we cannot and must not take any chance of losing the fruits of peace here at home.

  
Director



# COMMENDATIONS

VOX-COP

PAGE I

NOVEMBER 1945

## NOW IT CAN BE TOLD

Activities of the  
Department of State Police  
In the Handling of Vehicles  
Transporting Explosives  
During Wartime.

On October 10, 1940 the Explosives Division of the Connecticut State Police Department, revised the departmental regulations governing the safe storage, transportation and use of explosives. The primary reason for this revision was the Department's realization of the impending war.

The principal change in these regulations was to the effect that the manufacturer advise the Commissioner of State Police by telegram as to the amount, type, and date of each shipment of explosives into this state, stating the name of the person, firm or corporation to whom the explosives were to be shipped (whether by boat, rail or motor vehicle) and the approximate time of arrival at point of destination. This particular regulation afforded the Department the opportunity of keeping constant check on explosives at all times.

The regulations of the Department also required that each motor vehicle while transporting explosives be escorted by a State Police Officer from the time it entered the State until the shipment reached its destination.

During the period from October, 1940 to November, 1945 a total of 4,425 motor vehicle trucks traveled the highways of this state transporting a total of 410,033 tons of explosives material of different types. These vehicles were escorted by State Police Officers. The total number of officers used for escort purposes was 12,385. While

escorting these vehicles the officers traveled 532,000 miles. This procedure proved to be of great value as the records disclose that not one single accident occurred even during the time the State was operating under dimout or blackout regulations. Having a State Police escort for these vehicles not only prevented accidents but prevented possible sabotage and insured the explosives reaching their destination safely. This procedure also expedited shipments to hidden points such as Quonset Point, Rhode Island, and to other vital locations such as the New London State Pier and the Submarine Base at Groton. The largest explosives depot is located at Hingham, Massachusetts. Since most of the exporting was carried on from ports in New York and New Jersey, most of the explosives were necessarily transported over the highways of Connecticut because it is situated between Massachusetts, Rhode Island, and New York.

On November 10, 1942 the Department received a special request from the United States Army to escort 118 large tractor-trailer trucks loaded to capacity with explosives. These trucks, which entered the State line at Danbury in one convoy, were due in Boston Harbor the following day, and contained approximately 1180 tons of explosives. Eighty-four officers were used for this convoy. However, not all of these officers traveled the entire route.

On August 4, 1943 a convoy of 51 trucks crossed the entire state, for which 49 officers were used, these trucks carrying a total of 644 tons of explosives. On October 13, 1943 there was a convoy of 64 trucks, for which 34 Officers were used. This convoy,



which originated at the Submarine Base, was an emergency shipment to be escorted to Boston. The total amount of explosives carried by these trucks was 724 tons. Radio-equipped cars proved of great assistance in emergencies caused by tire or motor trouble, the trucks being able to proceed on their way with a saving of much valuable time in making repairs. Ninety per cent of these vehicles traveled during the night season, which, of course, was the most hazardous.

During the past five years, 1,999 railroad cars transporting explosives entered the State. Five hundred thirty-five of these cars remained on sidings in different locations throughout the State for a period of several hours, during which time they were guarded by State Police Officers. One thousand fifty-one officers were used for this purpose.

The records disclose that 18,285 tons of explosives were transported into this state by railroad. The number of railroad cars transporting explosives into the state but which did not remain on sidings is not known to this Department. This number no doubt was sizeable.

In normal times there are approximately 250,000 pounds of explosives used within the State of Connecticut each year. However, during the war period just passed, an average of 30,000 pounds of explosives material was used daily in this state.

During the fiscal year 1940, the records indicate that 4,218 persons received permits from either their Local Fire Marshal or the Commissioner of State Police for the purchase, transportation and use of explosives. However, from the year 1941 to November 1, 1945 inclusive, the number of persons receiving permission to purchase or use explo-

sives within this state was limited to 1,035. In 1940 there were 293 magazines licensed for the storage of explosives. As a result of careful inspection and application of drastic wartime regulations, this number of explosives storage magazines was reduced to 78. This number does not include the magazines on powder farms operated by the munitions manufacturers.

During the past five-year period three explosives magazines have been broken into. All three of these were investigated by the State Police Department. In two of these cases young boys entered the magazines and stole blasting caps, one magazine being entered by a middle-aged male who was prosecuted and fined in one of the local courts.

During the past five years, officers of the State Police Department confiscated and destroyed 39,470 pounds of dynamite, 427 pounds of blasting powder, and 18,478 blasting caps or electric blasting caps. These explosives were confiscated from persons who did not have proper permits for storage. Until the regulations were revised in 1940, agriculturists and occasional users of small quantities were permitted to have a quantity up to 50 pounds of explosives on hand without having a specially constructed magazine for storage, or a special permit for same.

At the present time the departmental regulations concerning the safe storage, transportation and use of explosives are being revised for peacetime purposes.

Vox Cop congratulates the rank and file of the department, the operators of these vehicles, upon this splendid record. Not an accident! Not a fatality! Surely the safe delivery of the tons of explosives across this state merits commendation.



# UNCLE SAM'S NEPHEWS

VOX-COP

PAGE I

NOVEMBER 1945

2884th ESD (PRS-D)  
EPRS "Arthur C. Ely"  
APO 180, c/o Postmaster  
San Francisco, California  
8 November 1945

Commissioner Edward J. Hickey  
Connecticut State Police Dept.  
100 Washington Street  
Hartford (1), Connecticut

Dear Commissioner:

Your letter of the 16th of October was received a few days ago along with four months backlog of mail from the states. I wish I could find the more adequate words to express my pleasure in receiving a letter from you. To make it an understatement, it was wonderful to hear from you again.

I wish I had known that Lt. Schrader was on Eniwetok when I was there. It would have been nice to see him again, although I doubt that he remembers me. I did have hopes of returning to the States by way of Eniwetok, but on the 12th of October the army decided to use our ship after all and so we went from Ulithi to Okinawa where we now are anchored.

It would have been nice if you could have seen the ship before it left the States. I'm sure you would have enjoyed going through its various departments. If the chief engineer had had his way, the ship would have been sent up the Connecticut River to Hartford for the commissioning--particularly since he comes from Wethersfield! Possibly after we get back to the States the opportunity will arise again for another open house, at which time I would feel deeply hurt if you didn't get a look at it. Needless to say, we're all pretty proud of her although she doesn't look like a lady of the seas should!

Whether you noticed it or not,

you actually flattered me when you said that if I didn't watch out Vox-Cop would be "dumped" in my lap. I don't think that you would have the chance to "dump" it in my lap because I would have already reached for it the moment you picked it up! In all sincerity it would be an honor to be associated with the magazine. I've had many pleasant hours of enjoyment reading my issues through from cover to cover and I can assure you that I never found any of the material dull.

As for my "being lost" when I get back to the department's "comparatively simple equipment", I'm sorry to say that you're dead wrong, Sir! It's quite the other way around! Since being in the army and hence becoming familiar with many types and makes of radio receivers and transmitters, I've found that the real radio operator doesn't go by the amount or size of the equipment, but on the actual working possibilities and the actual performance of the equipment. For instance, I would most gladly give you (free of charge) my radio telephone, my high frequency national receiver and a brand new volt-ohm-milliammeter for just one of your link R/T sets! No kidding, the afore mentioned items are supposedly considered the best in the radio field but for the performance and actual length of duty they are absolutely no good. The radio telephone (or R/T) is made by Hallicrafter, one of the best names in ship-shore radio. Yet this set that I have in the shack has had to be repaired four times in the past two months while the working hours of the set during that time have been no more than 550 hours. I will say that as a whole the equipment I have under my control is just about tops. It's probably the best that the army could possibly secure. But



the only item that I have used continuously is the high frequency receiver--not any of the transmitters. In the past five months, I have used the transmitters exactly six times! It's like hiring a carpenter to watch a house being built! As a result of this highly unorthodox life, I have grown, shall we say, a wee bit restless and possibly a little bored. No, I don't think that I shall be lost in any sense of the word!

Most likely many of the fellows and many of your other friends have written you the exact descriptions of Okinawa. The only thing I can do is to give you a casual observers view. I failed to get in on the real thing, but I haven't failed to see just what utter damage and despair can be wrought by war. The sight now is nothing compared to what it was. We are anchored in the harbor of Naha, the capital of Okinawa and the evacuated home of the Governor General. Naha, once one of the largest cities on Okinawa, was the subject of a great number of assaults by the Japanese which reduced the city to a mere pile of rubble and ashes. There are a few buildings which are still standing, but for the most part these buildings are too dangerous to live in since collapse seems inevitable. On the other hand, some of the smaller buildings, which, by the way are of fairly modern architecture, have been patched up with canvas and wood and are being used as headquarters building for the army command. The countryside is another story. Due to the tremendous job of reconstructing the city, the territory in the hills has been left almost as it was during the invasion. Life up there is not what one could call "pretty". I don't think that I need to go into any further explanation on

that point. All-in-all I believe that anyone who is still a bit skeptical of the ravages of war should be taken on a tour of Okinawa. I'm sure it would clear up a great deal! The weather, which is a ready topic, is a lot better than it was at Ulithi. The days and nights are by far a lot cooler and the atmosphere is a lot clearer and hence sleeping with a blanket is a most common affair.

Our job here is a long and heavy one unless the army again changes it's questionable mind and lets us go back to the States. We have to raise and float about 150 ships, most of which were damaged by the recent typhoon. Besides that, we have to rebuild about 12 docks. The latter cannot be done until the army sends a dredge down from Manila to clear a channel through to the position of the previous docks. That in itself will take a good three months! However, the time element doesn't bother me too much as long as they don't class radio operators as essential. If all goes right I should be ready to receive my walking papers on or about March 15th. I still continue to listen for some news that will release men with 2 years service sooner than that date. At least I have my hopes!

I received three Vox-Cops yesterday, dated June, July and August, and they truly were fine editions. I got a great deal of enjoyment out of reading the articles entitled "In The Service Studies", having had no idea that such things were going on in the CSP. I guess I'll have an awful lot to catch up with when I eventually get home!

This about reaches the end of my letter-writing rope. With kindest regards to you, Mrs. Hickey and Miss Collins, I am  
Most Sincerely,  
Charlie Strouse



# STYLES IN CRIME

VOX-COP

NOVEMBER 1945

## PAPER CHEWER COUGHS IT UP; HELD AS BOOKIE

Hartford, Conn.--For four minutes Saturday as Vice Squad members hammered on the door of a Union Pl. telephone booth Walter Brozyna, 17 Kennedy St., munched on slips of paper. The arm and leg with which he was holding the door shut finally weakened and the squad yanked him out, according to their report to Prosecutor James Cosgrove today.

Brozyna, police charge, was engaging in pool selling and betting on horses. When the squad came for him, he closed the door of the booth and tried to destroy what the policemen say were betting slips by eating them.

When they hauled him out of the booth, the squad took him into a nearby alley and, as their report puts it, "placed a hand on his nose" until he spat out the remains of the last slip. Brozyna was presented in court today on the gambling charges and an additional one of resisting arrest. The squad members claim they found \$1,275 on his person when he was searched at headquarters.

## OUTLOOK POOR, BURGLAR LEAVES

Newark, N. J. -- Mrs. Max Field reported to police the polite exchange she had with a burglar whom she surprised at 5 a.m. today in the living room of her home at 106 Hawthorne Avenue. "What are you doing here?" She asked. "I am hoping to find a large sum of money, which I will take," he replied courteously. "I have only \$4 in the house," she said. "I am sorry to have disturbed you," he said, stepping out through the window where he had entered. "I can't do any business here."

## PRIEST DISCOVERS POLICE EFFICIENCY

(Illinois Police Journal)

The Rev. James Sullivan was counting collection plate donations in a small room of the rectory of Immaculate Conception Church at 1415 North Park Avenue, Chicago.

In another room was Miss Mary Carr, the church secretary. Suddenly she heard a voice from the room in which Father Sullivan was doing his addition. It said:

"Stick 'em up!"

When Hudson Avenue police, summoned by Miss Carr, arrived, they found Father Sullivan listening to a gangster program on the radio as he sorted out coins.

## THIEF FLEES JEWELRY STORE LEAVING 'BOMB' BEHIND

(Brooklyn, New York)

Ignoring a revolver pointed at him by a youthful, red-haired soldier, Joseph Berlin, fifty-five, thwarted a hold-up in his jewelry shop, by running to the front of the shop and beating his fists against the plate glass window.

The noise apparently frightened the soldier because he suddenly ran out the front door, leaving behind a black satchel, and disappeared. As Berlin began yelling for the police a crowd gathered in the store and some one said the soldier had left a bomb in the satchel. The crowd also then fled the shop.

Several minutes later a police emergency squad rushed to the scene and plunged the satchel into a barrel of oil which they carry in their truck for such purposes. They cautiously opened the satchel five minutes later only to find it was empty.



# TECHNIQUES IN CRIME DETECTION

VOX-COP

PAGE I

NOVEMBER 1945

## SLEUTH IN SKIRTS

By John Franchey

(This Week Magazine)

Here's a lady who trips  
killers and forgers by  
their handwriting . . .

As career women go, Elizabeth McCarthy of Boston is in a class by herself. She is the country's only female handwriting sleuth. This state of affairs is recognized by the courts of law before whom she appears regularly, as well as by a half-dozen male colleagues scattered across the country.

The basis of Miss McCarthy's profession is the fact that no two people on earth write exactly alike. As a result, she is constantly being hired to ferret out assorted instances of forgery, fraud, election irregularities, poison-pen intrigues and plain old skulduggery. Her most interesting cases involve murder.

One of them was really a honey. An attractive girl disappeared from her home in Maine. Just as her neighbors began to miss her, a letter arrived from her advising her uncle, with whom she lived, to call off the bloodhounds because she wasn't coming back. The suspicious local sheriff called in Elizabeth McCarthy, who dug up the girl's diary, compared the handwriting, declared the letter a forgery and asked the sheriff to get her a sample of the uncle's handwriting. A week later he led officers to the spot where he had buried his niece.

Most arduous case: investigation of a list of 5,000 signatures endorsing a certain candi-

date for governor. It was a race against time and it almost ruined her eyes but she discovered that 39 crooked henchmen of the candidate had forged the names of 5,000 citizens of the state. Needless to say, the candidate withdrew.

Blonde, handsome, ebullient, and Vassar-educated Elizabeth McCarthy didn't study for her unique job. She was fresh out of law school and installed in a tiny office into which clients never seemed to stray.

### She Carries On

Next door was an elderly gentleman, a Mr. William E. Hingston by name and an illustrious handwriting expert by profession. He asked her if she'd mind answering the 'phone when he was out. She told him it would be a pleasure. To occupy her time, she began studying handwriting, got to be so good at it that when Hingston decided to retire a couple of years later, he suggested she carry on where he had left off. She's been carrying on ever since.

Does handwriting reveal character? Miss McCarthy says no. "It does," she says, "reveal characteristics, such as education, individuality, neatness, orderliness, and even approximate age." Beyond that she won't go.

Most unusual experience: examining a list of names endorsing a candidate for mayor and coming across, neatly forged, the name Elizabeth McCarthy.

Mr. Kingston on many occasions appeared in the Hartford County Superior Court as an expert witness in twenties and early thirties. - Vox Cop



NEW 'EAGLE EYE' RETRIEVES  
1,500 STOLEN AUTOS

Wallander Congratulates  
Patrolman J. A. Horn  
on His 12-Year Record

(Herald Tribune)

A new eagle eye--"Eagle Eye Horn"--of the Police Department was discovered yesterday when Patrolman James A. Horn, forty-three, of 333 Mosholu Parkway North, the Bronx, was congratulated by Police Commissioner Arthur W. Wallander in the latter's office at 240 Centre Street. According to veteran reporters at Police Headquarters, it has been many years since a commissioner has commended one of his men in any place but the trial room or line-up at headquarters.

Two years after he joined the force on April 7, 1931, he said, he decided that too many stolen cars were not being retrieved, and, more important major crimes were being perpetrated by persons in those pilfered vehicles.

Got Up "Daily Hot Sheet"

So he got up the "daily hot sheet," which lists the cars stolen in the previous twenty-four hours. The next day he transfers the license plate numbers of the vehicles which have not been retrieved to a loose-leaf note book and after six months have gone by he writes the numbers of the cases still open on a card index.

On the windshield of his radio car he keeps the "daily hot sheet." He also carries the loose-leaf book and card index at all times.

Patrolman Horn, who said he stops an automobile for the slightest infraction of the rules by the driver: observed that most stolen cars are abandoned between

midnight and 3 a.m., and that these cars are used for stickups mostly between 4 p.m. and midnight.

EGGS ON CLOTHES BRING ARREST IN  
POULTRY THEFT

(Hartford Courant)

One order of eggs, scrambled but uncooked, led to the arrest of Robert B. Traub, 27, and William J. O'Connor, 45, both of 87 Park Street, Saturday on charges of breaking, entering and theft.

Traub, according to police, had the misfortune of having eggs conspicuously arrayed over his clothing at a time when Detectives Joseph W. Weidl and Matthew Durkin were making an investigation of an alleged poultry store burglary.

Leon Beck, proprietor of a shop at 483 Hudson Street, told police Saturday that the front door of the store had been forced during Friday night, and dressed chickens and a quantity of eggs had been stolen.

Beck also said that Traub, a temporary employee of his, had been in the store on the night of November 9, trying to float a loan, which had been refused, according to police.

The detectives found Traub at home and discovered his egg-stained clothes. According to the officers, Traub at first said he had met O'Connor on the previous night and that the latter was carrying eggs, but then admitted that he had entered Beck's store and while O'Connor stood outside, handed out eggs and chickens to him. Police further said that Traub said he and O'Connor had attempted to sell the chickens to passersby on the street. The eggs, however, were too broken, he said, and only served to ornament his clothes.



**ENFORCEMENT**  
**HIGHWAY**  
**ENGINEERING SAFETY EDUCATION**

VOX-COP

Page 1

November, 1945

THE WHITE HOUSE  
WASHINGTON

September 8, 1945

Dear Mr. Dearborn:

Peace has ended premeditated killing on the battlefield but it has not ended unintentional killing, by accidents, on the home front. It has, in fact, ironically increased the accident toll.

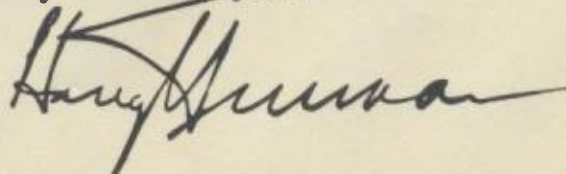
A nation great enough to win a war for freedom is great enough to preserve the freedom won. One of these freedoms is security from needless death, destruction and suffering. Accidents destroy this security. America proved during the war that accidents can be reduced, even under the most difficult conditions, if we really want to reduce them. It is unthinkable that the Nation will lose the war against accidents after winning the war against the Axis. This must not and shall not happen.

I have followed with great interest the work of the National Safety Council aimed at reducing the mounting number of accidents and consequent prevention of human suffering. It is a work of conservation which cannot be too highly commended.

I therefore call upon the officers and directors of the National Safety Council to continue into the period of peace the assignment the Council received and so ably carried out in the period of war -- the mobilization of the safety forces of the Nation in a united campaign against accidents of all kinds that each year take the lives of tens of thousands of Americans.

I call upon every citizen, in whatever capacity, to join this campaign and by personal example do his part to prevent the suffering, heartbreak and tragedy that accidents bring.

Very sincerely yours,



Ned H. Dearborn, Esq.,  
President,  
National Safety Council,  
Chicago, Illinois.

COPY



# ENFORCEMENT HIGHWAY SAFETY EDUCATION ENGINEERING

VOX-COP

Page 2

November, 1945

COLLIER'S  
Nov. 17, 1945

By  
PYKE JOHNSON

## DEATH RIDES THE HIGHWAYS

Herman A. MacDonald, president, American Association of State Highway Officials: "Collier's, as usual, has again scored in its attempt to shock the nation into sane, careful and safe motor vehicle operation. The nation needs to be shocked, for death and human agony wait with grim uncertainty on every highway in the land unless this warning is heeded. Let's drive this warning home!"

C. J. Joyner, Jr., president, American Association of Motor Vehicles Administrators: "Congratulations to Collier's for a constructive and hard-hitting article on a problem of growing concern. Motor vehicle administrators will especially appreciate the support given here for greater uniformity among states in regulatory laws and procedures, which is one of the major objectives of our association."

FILL 'er up!" Of themselves, these are innocuous words. But as spoken happily by millions of American motorists when gasoline rationing ended, they marked the beginning of a major disaster. Within the next year 10,000,000 people will hear the sickening sound of crumpling fenders and bumpers, the rending crash of two masses of steel hurtling together. For nearly 40,000 of them it will mean agonizing death, and for many, the horrors of fire. For almost 1,500,000 it will mean blood and broken bones, hospitalization, grief and remorse, loss of time and property. Thousands will be maimed and shattered beyond repair.

The casualties on the streets and highways of the United States, in this single year, will exceed those of any war in American history; the number of dead will probably be at least as great as were killed, on the American side, in any single battle. Safety experts predict that there will be at least as many fatalities as in the peak accident year of 1941, last year of so-called "normal" driving, when automobiles killed more than 39,000 persons and injured about 1,400,000 others.

Even during the war years, though the curve in general was downward, almost a third as many Americans died in automobile accidents as fell in battle with the Germans and the Japanese. And last spring, as more gasoline became available and more ancient cars came out of storage, the death curve began to ascend.

General D. C. Draper, president, International Association of Chiefs of Police: "If we are to realize the full economic and convenience value of free motor vehicle transportation to the public, the police and every organized agency must join in a never-ending effort for traffic safety. The President of the United States has demonstrated his understanding of this need. With his sponsorship, united action as suggested cannot fail to produce real results in traffic safety."

Ned H. Dearborn, president, National Safety Council: "The immediate rise in traffic accidents after V-J Day has turned forecasts about 'postwar traffic' into cold, unpleasant fact. This national emergency can be met only by energetic, co-ordinated efforts of officials, civic organizations and the entire public, under the highest possible leadership."

H. J. Brunner, president, American Automobile Association: "At no time during the American Automobile Association's decades of traffic-accident prevention work has the probability of an unprecedented toll of highway fatalities and injuries loomed so ominously as it does today. A conference sponsored by the President of the United States could do much to focus attention on what is becoming a critical national issue and would undoubtedly lead to a more determined attack on the job now."

Since the War ended, the accident problem has assumed the proportions of a national emergency, with the number of deaths and injuries constantly increasing. A clear-cut over-all program is needed, and such a program exists. In this article the president of the Automotive Safety Foundation, one of our most noted safety experts, outlines the program and calls for a co-ordinated national safety effort to be mobilized under the leadership of the President of the United States

### The Toll of Mechanical Defects

It is of course true that the age of an automobile is not necessarily an index to its safety. But a great many of the cars which survived the war are not in good mechanical condition; it has been difficult to keep them in good shape because of the shortage of manpower and repair parts. During a six-weeks period last spring, state and local police checked 1,800,000 cars, and found that one in every seven had brakes which failed to meet minimum safety requirements. In 1941, eight per cent of the automobiles involved in fatal accidents were reported to have mechanical defects. By the end of 1944 this percentage had gone up to 17. This year it will unquestionably be even higher.

Trucks and passenger cars stalled along the highways testify to the seriousness of the tire situation. During the Labor Day week end this year, the Connecticut State Police counted 381 cars, most of them with blow-outs or other tire trouble, parked on the Merritt Parkway alone. Motor clubs and garages are flooded with service calls. It is a rare automobile that doesn't have at least one recapped tire.

These are all unpleasant facts, and so are many others which any motorist can supply from his own observation.

The fundamentals can be summed up in four points:

1. Streets and highways must be as safe as modern engineering can make them.
2. Motor vehicle regulations and rules of the road must be reasonable and uniform, administered impartially by trained personnel.
3. Drivers must be educated to their responsibilities.
4. The public must understand and support any program.

Experience has shown that in those cities and states where a balanced program based on these fundamentals is carried forward aggressively, accidents invariably decrease.





AMERICAN ASSOCIATION OF MOTOR VEHICLE ADMINISTRATORS

**BULLETIN**

840 WOODWARD BUILDING

WASHINGTON 5, D. C.

NOVEMBER, 1945

## A Challenge to All Post-War Planners

**AN OPEN LETTER.**—This is addressed to all "Post-War Planners," including public officials, state legislators, congressmen and senators, newspaper officials, educators, business representatives and public-spirited citizens who are engaged in making post-war plans for our nation. Now that total victory has been achieved and our war has been brought to a successful conclusion, the post-war plans formulated in the last few years of war are ready to be put into operation.

Many of these plans are very worthwhile and many are purely the brain-child of some "crackpot." Every one of these plans should be considered, however, because there is good and bad in everything. The sudden ending of the war will undoubtedly change many of the plans much as the atomic bomb changed the war.

This, then, presents the challenge to post-war planners—for, all post-war plans which have come to our attention, either locally or nationally, have neglected to consider any part of the huge accident prevention program necessary on our streets and highways. It is true that some plans have been advanced toward building better highways, toward re-habilitating disabled servicemen, etc. However, no plans have been advanced toward eliminating the unsafe and irresponsible driver who is and has been causing the accidents on our highways.

The enormity of the situation seems to be lost to most of our citizenry. During the war, newspaper headlines carried the story of how many soldiers, sailors and marines were killed in combat, and everyone went into national mourning; but what about the 94,500 persons who needlessly were killed in traffic accidents since Pearl Harbor Day, December 7, 1941? According to all accident record surveys, 96.5 per cent of all traffic fatalities were the result of careless or reckless driving.

Motor Vehicle Administrators and law enforcement officials in every one of our 48 states have viewed with alarm the rapidly increasing accident toll and pleaded and begged with tears in their eyes that legislators give them "laws with teeth" and sufficient manpower in order to cope with the situation. In most cases these pleadings were lost in the shuffle of enacting "other important legislation."

It is also a well-known fact that every state in the union, excluding none, has experienced the occasion of making their motor vehicle department a "political football" at some time or other. In some cases this condition has been overcome through proper legislation, but in most cases this popular pastime still exists. Why—might we ask—should the lives of our nation's citizens be toyed with like a cat playing with a mouse?

Can any public-minded citizen view a national catastrophe where approximately 25,000 people are killed in one year and 950,000 are injured or maimed and not become alarmed? Could any citizen of a state stand by and see his own neighbors and friends and fellow-citizens mangled and killed through ruthless recklessness without taking a hand in stopping this unnecessary slaughter? Ironically enough, the answer seems to be "yes" from citizens and public officials alike.

This is the challenge confronting post-war planners. Plan to stop accidents before they happen, dealing with a violator after the accident happens will not bring a life back from the dead and neither will it heal the crippled. Plan to make a habitual traffic violator a social outcast as much so as the rapist and the murderer. Plan now to strengthen the links of Safety—the three E's—Enforcement, Education and Engineering.—*Colorado Motor Vehicle Spotlight, August, 1945.*



### JAYWALKERS MULTIPLY CITY TRAFFIC COPS' WOES; LOUDSPEAKER MAIN STREET'S NEWEST SAFETY AID

(Bridgeport Sunday Post)

Thousands of dollars is expended every year by State and City governments on traffic and pedestrian control systems to make busy intersections safe as possible for the walking public..

So Mr. or Mrs. Pedestrian walks thoughtlessly from between two parked cars in the middle of a block and lands in the hospital, another casualty or perhaps a fatality....

Just such irresponsibility on the part of those on foot is the basis for a year-round drive by police of every city, town and hamlet to keep the pedestrian "on the crosswalk and out of the hospitals and cemeteries."

#### Problem Is Critical Here

In Bridgeport the pedestrian problem is far more serious than in many other cities because the pedestrian's actions on the streets are completely unrestricted. No laws, or ordinances to make them constantly conscious of their own safety or that of others, as in the case of auto-ist. No fines imposed should they disobey a policeman's signal to wait at a corner until the traffic light changes or completely ignore the safety zone markings.

Bridgeport like many other cities where law attempts to exercise no control over the walking public, is the scene of "many unnecessary pedestrian accidents," in the words of Police Supt. John A. Lyddy.

Among the new developments in public traffic safety is a loud-

speaker system at Main street and Fairfield Avenue, the city's busiest intersection, where a policeman standing in an elevated booth instructs pedestrians in safe crossings in coordination with the auto traffic light system. When it is completed in a few weeks, the voice of the policeman will carry to Congress and Main Street, the busy theater district corner; Golden Hill and Main street and John and Main streets. The policeman will be able to instruct all persons on foot at the four busiest downtown crossings at the same time.

Supplementing the policeman's voice is a bell which rings at Main street and Fairfield avenue at each light change and overhead pedestrian control lights which can be seen by all persons approaching the corner.

Policemen are constantly on duty at all intersections where vehicular traffic might threaten the safety of the walking public.

---

#### BRIGHT AUTO LIGHTS

(New Britain Herald)

It used to be considered fundamental courtesy along the roads for a driver to press his foot on the beam control button every time he saw a car approaching at night. Common courtesy demanded that the other driver do the same thing.

Both cars, then, were reasonably safe and if not being driven too fast, pedestrians alongside the road could be seen and avoided. But to-day--what a large proportion of discourteous drivers there are! And couldn't the Safety Commission and the State Police do something about it?





# PEDESTRIAN PROTECTION



SPECIAL PROJECT BULLETIN No. 5

CONNECTICUT HIGHWAY SAFETY COMMISSION

*A Scene Enacted In  
20 Cities & Towns  
During the Ped-Safety Campaign  
The Connecticut Highway Safety Commission  
Participated With Local Police  
In Making Pedestrians Safety Conscious*



Police Chief Edmund S. Crowley, takes over the microphone for a moment to congratulate the Pedestrians upon crossing the street properly.

*This Scene Is In Bristol.*



(Not printed at Government expense)



United States  
of America

# Congressional Record

PROCEEDINGS AND DEBATES OF THE 79<sup>th</sup> CONGRESS, FIRST SESSION

## Safety in Travel

### EXTENSION OF REMARKS

OF

### HON. ALBEN W. BARKLEY

OF KENTUCKY

IN THE SENATE OF THE UNITED STATES

Wednesday, August 1, 1945

Mr. BARKLEY. Mr. President, I ask unanimous consent to have printed in the Appendix of the RECORD a report to the President on the question of safety in travel, by the International Association of Chiefs of Police. This is a very informing and valuable contribution to the question of life saving and travel.

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

A REPORT TO THE PRESIDENT OF THE UNITED STATES—THE NATION-WIDE BRAKE EMPHASIS PROGRAM SPONSORED BY THE INTERNATIONAL ASSOCIATION OF CHIEFS OF POLICE

"You're only a foot from trouble," the admonition to motorists in the IACP Nation-wide brake emphasis program, conducted from April 15 to June 1, was revealed to be all too appropriate. Almost complete returns for the 6 weeks reveal that of 1,587,812 passenger cars checked in the United States and Canada, 229,822, or 14.5 percent, approximately one in seven, could not meet the simple requirement of the check.

#### THE WAR EFFORT AND TRAFFIC SAFETY

With gasoline and tire rationing and suspension of automobile manufacturing during the war, it might at first glance seem that the traffic problem should be vastly reduced. Such was not the case. The cars remaining in use have been aging and are now almost twice as old on an average as was the case in prewar years. They are more susceptible to break-down. And, for thousands of war workers, they are the only means of transportation to and from vitally essential jobs. Loss of cars, with no replacements available, simply means fewer transportation units and a greater usage burden on those remaining. In 1944 there were 5,000,000 fewer cars registered in the United States than in 1941. Cars scrapped in 1943 included 250,000, or one-sixth of the total, which were traffic casualties.

The traffic toll has been costly to our war effort. In 1944 traffic accidents took 24,000 lives; half of them were workers. The cost in man-hours, personal injuries, and property damage was proportionately high.

#### THE BRAKE-CHECK PROGRAM

The police recognized the need for action. Coping with war-brought traffic problems, in the face of manpower shortages, and plan-

ning for expected postwar conditions had sharpened their understanding. It became apparent that unless the public also understood the problem and their responsibility in it, an unreasonably high traffic toll and the rapid disappearance of cars from our highways would seriously impede our war effort.

The brake-emphasis program was devised as a means of focusing public attention on the need for car conservation and greater caution in traffic—preventive maintenance to make cars last longer and preventive traffic law enforcement to prevent traffic casualties.

The program was sponsored by the International Association of Chiefs of Police and directed from headquarters of the IACP safety division. It was the first united police effort for traffic safety. Participating were State, city, and county police departments in the United States and the Provincial, municipal police departments of Canada, as well as the Royal Canadian Mounted Police.

#### THE BRAKE CHECK

Brakes were selected as the point of emphasis because of their logical and obvious relation to traffic safety. Motorist and pedestrian both know how often the ability to stop is all that stands between safety and tragedy in traffic.

The brake check used by the police was in no sense a comprehensive test of brake condition. It was a simple procedure, requiring only a minute of the officer's time and one which did not waste the motorist's time, tires, or gasoline. Developed with the assistance of automotive engineers to meet a wartime emergency, it was a means of screening out the obviously dangerous brakes.

To apply the check a 1-inch wooden block is placed on the floorboard under the brakes. If, when the brake pedal is pushed down, the brakes fail to grip before striking the block, it has been demonstrated that not enough pressure on the brake drums can be built up to stop a car in emergency conditions. Tests conducted with the cooperation of these engineers showed that cars failing to meet the 1-inch requirement usually could not stop in the legal distance (30 feet at 20 miles per hour in most States).

Before adoption of the program it was determined in conferences with Government war agencies and automotive parts and equipment manufacturers that parts and manpower would be available to make necessary repairs.

The police brake check was limited to passenger cars involved in moving traffic violations and in accidents, and to cars being operated in a manner indicating unsafe brakes, since under wartime conditions it would have been inadvisable, if not impossible, to check the brakes of all passenger cars. However, in many communities the program gained such widespread interest that

countless motorists voluntarily had their brakes checked and cooperating agencies had the brakes checked on all vehicles under their control.

#### ORGANIZATION FOR THE PROGRAM

In each of the United States a State coordinator directed operation of the program, distributing information and materials, organizing activities on the State level and assisting local chiefs and sheriffs to plan and carry on the program in their communities. In many States and cities a proclamation by the Governor or mayor opened the program. Similarly in Canada, under a national coordinator, a coordinator for each Province directed the brake-check activity. Simultaneously more than 5,000 police chiefs and sheriffs were directing tens of thousands of traffic officers who made the brake check. During the program period the coordinators received and compiled the weekly reports from local chiefs and sheriffs and sent the results to the IACP safety division. From these the situation in the United States and Canada was revealed.

#### SPLENDID SUPPORT RECEIVED

The urgency of the program's purpose was attested by the enthusiastic support received from governmental agencies, national organizations, and public minded associations and companies. For whatever good this police activity achieves, much credit is due them for wholehearted assistance, given unstintingly, in degree according to the character of each.

The late President supplied the public motivation in calling on the IACP president, General Draper, "to mobilize the law enforcement agencies of the Nation to combat this threat (traffic accidents) to our war effort."

Gen. Brehon Somerville, of the Army Service Forces, spurred police to action by his commendation on their work in facilitating movement of men and supplies essential to the war, and extending his endorsement of the program and wishes for its success. The Navy, through its safety section, actively participated.

Prime Minister McKenzie King, of Canada, made a public declaration of his opinion that such a program was timely and needed and that the police were to be congratulated for conducting it.

The police had the cooperation of the Office of War Information, the Office of Defense Transportation, associations of State and local officials concerned with highway transportation, service groups, farm groups, labor unions, civic clubs, insurance companies, motor clubs, and many others interested in safety. Altogether more than 100 national groups supported the program. In addition, much help was given by the automotive, parts and equipment, rubber, and petroleum industries. Staff assistance and



materials were made available by the National Safety Council, the American Automobile Association, the National Conservation Bureau and the Automotive Safety Foundation. The brake-check program was officially supported by the National Committee for Traffic Safety, whose membership includes the International Association of Chiefs of Police, the four groups named above, and 43 other national organizations.

#### A MESSAGE TO MILLIONS

An estimated 5,000,000 posters, carrying the message, "You're only a foot from trouble—Check your brakes" were reproduced within the States from samples provided by the safety division. So, also, were approximately 30,000,000 small folders carrying the same message and telling the purpose of the program. Part of the materials were produced for their own use by State and local police agencies, millions also were provided by the hundreds of national and local service organizations and cooperating industries and companies.

Publicity was released from the program headquarters to newspapers and magazines and helpful publicity materials were provided for the use of the police in their own communities. Interest was quickly aroused and generous support of newspapers, magazines, and radio news commentators brought a tremendous volume of publicity. Supporting industrial associations and individual companies supported the police program through their house organs and in their billboard, direct mail, newspaper, and radio advertising. Altogether publicity was probably greater than a police traffic activity had ever before received.

#### THE RESULTS

The immediate result of 6 weeks of brake checking by the police was the revelation that, on an average, one car in seven on the highways of the United States and Canada has brakes in poor to dangerous condition. That the mechanical condition of our cars bears an important relation to traffic safety was brought home to millions of car users and, in addition, was called forcefully to the attention of the police themselves. The lesson has been stronger in some communities than in others for where a shockingly high percentage of cars failed to pass the brake check, already in some cases, something is being done about it.

To show by actual statistics that thousands of lives had been saved by the IACP Nation-wide brake emphasis program would indeed be a dramatic climax to an effort in which thousands of individuals had a part. Some reduction in fatalities nationally may be shown for the month of May, although figures are not yet available and no prediction can be made. In March and again in April traffic deaths were 3 percent higher than in the same months in 1944. Early in-

663057—12966

formation from several communities indicates that spectacular decreases in accidents have occurred during the period of the brake check. One State, which had an average of 12.8 deaths in May for 11 years, had only three traffic deaths in May 1945. In another State there were 47 percent fewer deaths in May of this year than in the same month last year. These are only two instances. When all reports are available, other States may show decreases which can be, in part at least, credited to their participation in the brake-check program.

But these immediate results cannot tell the whole story of what the brake-check program achieved, any more than an intensive 6-week effort can take the place of year-round, day-in-day-out traffic management by the police. Constant awareness on the part of the motorist, safe driving practices, and continued responsibility for keeping his car in good condition are required, not just between April 15 and June 1, 1945, but as long as each of us values his life, his property, and the lives and property of others.

If it could be estimated that this program had permanently impressed upon all of us our obligation to drive only with skill and care, to cooperate with the police in preventive traffic law enforcement, and to maintain our cars always in good operating condition—then it could be said to have attained ultimate success. But the program sprang from a long-growing need which by no means ended June 1, and such an absolute goal is obstructed by both human and physical factors.

Long lasting benefit, the association believes, will be derived from the program because of the widespread interest aroused, and because a valuable impetus has been given to cooperation among agencies concerned with traffic safety and to public understanding of this urgent problem.

#### THE JOB AHEAD

There are four major factors which combined have caused law-enforcement officials and traffic-safety authorities to agree that never in the history of highway transportation have conditions been so conducive to an increase in traffic accidents.

The passenger car itself is old—nearly twice as old today on the average as it was before the war. It is more susceptible to break down and to accident. Its tires are worn, and yet there is not a sufficient supply in sight to make any appreciable change in the average car's safety.

Passenger cars are dwindling, with accidents a major cause. In 1944, it is estimated, 250,000 were smashed beyond repair. As the supply of cars falls off, more intense usage is made of those that remain. New car production scheduled for this and next year will barely hold the line against scrap-pace.

From a peak of 9,300 miles of travel per car in 1941, travel for the average vehicle

dropped to some 6,000 miles in 1943, and 6,600 miles in 1944. Relaxation of gasoline rationing is expected to increase the 1945 mileage to more than 8,000 miles. Old cars, old tires, traveling more miles. More accident exposure, more deaths and injuries are on the horizon.

Another factor is the highway, which likewise is a casualty of the war. During the war construction of roads and streets virtually ceased, except for essential roads for military uses. Construction, and even maintenance, were curtailed to apply manpower, materials, and equipment where most needed. Years will be required to bring roads and streets back to their prewar condition.

The driver, with his old equipment, assumes a new importance in the accident-prevention picture. Innumerable civilians who have not been driving during the war and millions of returning servicemen will be taking to the open road again in war-worn cars. It is only logical to expect that some time will be required before large numbers regain driving efficiency and carefulness. In many States and communities driver licensing has been abandoned during the war, and in some cases age limits have been lowered. Here again time will be needed to restore regulations of proven desirability.

Law enforcement, too, has felt the pressure of war. Police personnel has been depleted by war demands, with many capable officers in the armed services. Developments indicate that traffic volumes and accident potentials will increase before police departments in many communities can establish themselves to meet the enlarged demands. In many instances, car inspection has laid aside during the war, thus increasing enforcement problems.

#### WHAT TO DO ABOUT IT

Public and private agencies concerned with traffic safety realize that they must redouble their efforts in all possible ways. Continued publicity must be given the increased dangers on our roads and streets. Emphasis must be placed on the fact that the war has weakened the highway travel structure—that there are many unsafe roads and streets, that old cars are more likely to have accidents, that many drivers are inexperienced, that law enforcement must be built up to meet the ever-increasing demands, and that necessary legislation must be enacted promptly, including provisions for better licensing of drivers and vehicle inspection.

The International Association of Chiefs of Police pledges itself to continue effort for ever greater highway safety—not only for today but for tomorrow as well, when peace is attained and our highways once again swarm with traffic with all the familiar implications of freedom, convenience, and danger.



# Police Training In Connecticut

## The Hartford Courant

### POLICE TRAINING

Approximately three hundred Hartford policemen will this evening receive, at the Bushnell Memorial, certificates attesting their completion of the special Police In-Service Training class, an event that is more significant than appears on the surface. These training classes have been given through the cooperation of the Federal Bureau of Investigation, the State Police and the Hartford Police Department. Local policemen have thereby become acquainted with modern laboratory techniques, fingerprinting, first aid, methods of investigating and reporting crimes and accidents, and a variety of kindred subjects.

This is a significant event because these training courses are giving many Hartford policemen a professional point of view, and are developing in them a greater understanding of their occupation and their department. It is no secret that the morale of the Hartford Police Department has in the past sagged to an ominously low level by reason of political appointments and lack of recognition for work well done. Some of its leaders have fought vigorously against improvement within the department.

Police agencies such as the FBI and the Connecticut State Police have won public confidence and admiration because they function on a level of high efficiency, and are in touch at all times with new techni-

cal and scientific aids to crime detection. A good police department in any governmental category, whether local, state or federal, naturally raises the *esprit de corps*. An inefficient or bungling police department, like a poor football or baseball team, naturally fosters apathy, disinterest, lack of drive, so that the downward spiral is further hastened.

There is no reason why the Hartford Police Department in time could not earn the same kind of admiration and respect that other police agencies now have. These In-Training courses of instruction are one step in that direction, and for this reason they should be adopted as a continuing, permanent thing.

Hartford, like many other American cities, can look forward almost with certainty to a rising crime wave, the first symptoms of which can already be seen in New York. If this is to be met effectively, Hartford must have a far better police department than it has had in the not-distant past. To be better a police department must abandon its insularity. It must get over the idea that it can function without keeping in close touch with evolutionary police and crime-detection practices. Chief Michael J. Godfrey's two appearances before the National Academy for police training to discuss the police aspects of catastrophes, as well as these training courses, are a healthy sign that the provincial attitude is being abandoned.

---

### GRADUATION OF STATE POLICE CLASS OF 1945.

State Police graduation exercises for the 1945 Recruits held on November 30 at Bethany Academy, disclosed that thirty-one of the thirty-three candidates appointed to the school had satisfactorily completed the fourteen weeks course.

Meritorious awards for outstanding police service were presented to Lieutenant Leo J. Mulcahy, Commanding Officer of the Training School, State Policemen Russell N. Starks of the Canaan Station and John F. Ring of the Hartford Station.



## TRAINING IN LAW ENFORCEMENT

by  
John Edgar Hoover  
Federal Bureau of Investigation

Successful law enforcement administration involves the proper utilization of men, money and material. Since the most important of these factors relates to personnel, it follows logically that successful police administration depends in a large measure upon carefully selected, adequately trained and capably directed personnel.

Immediately after their appointment in the service, Special Agents of the FBI are trained for sixteen weeks before they are given regular field assignments. Frequently, these Special Agents return to Washington for a two-weeks' refresher course of In-Service training. Once a month each Special Agent is provided firearms training and there are in addition each quarter one conference dealing with technical equipment and facilities and another relating to investigative, enforcement and administrative subjects. There are also many special courses given to Special Agents when their aptitudes and talents justify such training. Clerical employees receive a short course of indoctrination and orientation immediately after appointment and subsequent retraining courses and quarterly conferences are devoted to instructional work.

Training never ends for employees of the FBI. No one ever knows it all. There are new laws which they must learn to enforce. There are new techniques to be applied and new methods of investigative work, all contributing to a need for constant study and learning.

The experience of FBI Agents

throughout the years, the lessons learned from local, county and state police officers in daily contacts in all parts of the country and the special studies by FBI personnel have created a great reservoir of information on law enforcement methods and techniques. The FBI uses this fund of information and experience for the benefit of its own personnel and feels that it belongs also to the entire law enforcement profession. Accordingly invitations of law enforcement agencies of municipalities, counties and states and legitimate law enforcement associations to participate in police schools are gladly accepted.

As a matter of official policy, as frequently announced, I am opposed to a national police force in the United States. I believe that law enforcement is at least ninety-five per cent a local responsibility. This is consistent with our constitutional form of local self-government. To prevent public demand for increased federal jurisdiction, primary consideration should be given to the duty of local law enforcement agencies to give satisfactory services to the citizens of their communities. One of the important contributing factors to this desirable condition is to develop a well trained local police force. To this end the FBI is glad to be of assistance. The FBI National Academy was established ten years ago primarily to train police executives and police instructors selected by the various police agencies and sheriffs' offices. To date approximately twelve hundred graduates of the FBI National Academy have come from every state in the Union, several Territorial Possessions and many foreign countries. The past decade has proved the worth



of this Academy and its value to the students who attend, the departments which are represented and the citizens of the communities from which these students come. The FBI is especially anxious that these graduates start police training schools in their own departments for the benefit of the personnel of their own organizations.

As an extension course of the Academy, the FBI makes its services available upon request in local, county, zone or state-wide police training schools. It is believed that the best local police training school is one conducted in a department for the members of the department and by the department with the head of the particular agency in charge of the school. This type of police school permits the development of loyalty to the department and its head, a proper esprit de corps and morale, enthusiasm and proper attitude, all of which are vitally essential qualifications on the part of any law enforcement officer. A number of smaller police agencies and sheriffs' offices have frequently found it convenient and logical to group together for training in a zone or regional police school. As a rule the Chief of Police or Sheriff in the host town is in charge of such a school. At times, state or sectional law enforcement associations will sponsor a series of such zone schools and splendid results have been obtained. Great success has been experienced from a number of state-wide schools of specialized training in such subjects as police administration, juvenile delinquency control, and traffic. A primary consideration, however, is that the police school, wherever it is conducted, should have a program which is developed to suit the needs of the students who are attending the school. These needs are usually best known to the heads of the de-

partments from which the students come.

The Federal Bureau of Investigation will gladly accept, when possible, invitations directed either to its Headquarters in Washington, D. C., or to any of its field offices to aid in these police schools which are under the control of the local police executives. The services which it is prepared to render and which may be requested are as follows:

1. Aid in organizing the school and developing a program to suit the needs of the students as disclosed by the head of the department.
2. Aid in obtaining qualified police instructors from nearby police departments and agencies, from the state police and from other local sources.
3. Aid in providing instruction by trained instructors on the staff of the FBI when requested. All of these services are furnished without any charges whatsoever.

It is the FBI's belief that police training should be on a local basis under local control. The function of the FBI then is to assist to the extent desired. Just as the FBI serves you in the field of fingerprint identification, laboratory work, uniform crime reporting, National Stolen Property file and in numerous other ways without cost, fees or other expenses, it gladly serves, in keeping with your wishes, in the field of police training. It has been proved that training of law enforcement officers is a profitable investment and the FBI is glad to be able to assist in this important function of police administration.

(signed) J. Edgar Hoover  
Director



# IN-SERVICE STUDIES

VOX-COP

November, 1945

HEADQUARTERS, ARMY AIR FORCES  
WASHINGTON

46-59

AAF LETTER 46-59

29 October 1945

SUBJECT: Control of the Conduct of Discharged Military Personnel

TO: Commanding Generals, Major AAF Commands  
Commanding Generals and Commanding Officers, Independent AAF Activities  
Commanding Generals and Commanding Officers, Subordinate AAF Commands and  
AAF Divisions, Wings and Districts  
Commanding Officers, AAF Base Units (not included above) in continental United  
States

1. It is considered of utmost importance that all civilian police are fully informed of the status of discharged soldiers.

2. Soldiers immediately upon discharge are civilians. Even though such discharges may continue to wear the uniform from the place of discharge to their homes, within a period of three months, the military police have no more authority to arrest civilians wearing the uniform of the armed services than they have in relation to any other civilians. Military police have no power to arrest a civilian not subject to military law except where arrest by a private citizen would be authorized. However, military police may detain for questioning any person wearing the uniform who is conducting himself in such a manner as to bring discredit upon the service. If upon careful examination the person detained offers satisfactory evidence that he is not in the service, or that he has been discharged, he will be turned over to the proper civil authorities, providing he was committing a felony or a breach of the peace at the time of detention or if there is evidence indicating that he is wearing the uniform in violation of Federal or state law.

3. The AAF is still concerned that discharged soldiers in uniform conduct themselves in a manner not to discredit the service. Since a man in uniform is a soldier to the casual observer, it is anticipated that military police will be expected by the public to take action concerning individuals or groups in uniform over which they have no authority. While the cooperation of civil police in the past in permitting military police to handle service personnel has been splendid, it is now apparent that civil police will have to take positive action immediately since the man in uniform may be a civilian. In view of the fact that civil police have authority over personnel in or out of the service there should be no undue complications. When it is definitely determined that the person or persons involved are still in the service, military police will take over as in the past.

4. All provost marshals will pass on this information so that local police will be informed of the limitations of military police in relation to discharged soldiers in uniform.

BY COMMAND OF GENERAL ARNOLD:



IRA C. EAKER  
Lieutenant General, United States Army  
Deputy Commander, Army Air Forces

OFFICIAL:

H. G. CULTON  
Colonel, Air Corps  
Air Adjutant General



## HANDWRITING CHANGES IMPORTANT

By H. R. Erlbrooks

Bureau of Criminal Investigation  
New York State Police

"Many signature cards are no good. A lot of people do not write their names the same way on checks."

That opinion was expressed by a man who was a rack clerk in a Manhattan bank, a teller in a bank in The Bronx, and later a confidant of a New York gang of forgers.

Incidentally, that opinion is quite common among professional forgers who make it their business to learn the banking practices of the public, banking procedure in general, and especially the course taken by checks received over the counter and through the clearings. They also study the technique of handwriting and some of them know more about that subject than the average bank officer and teller. To professional forgers and their accomplices a knowledge of banking has a potential value in proportion to the opportunities they can create for themselves in which they can use that knowledge wisely.

#### Forgers Are Students

In connection with handwriting, one forger undertook to explain that it involves three elements and not less than seven principles. By way of illustration, he drew a straight line slanted at nearly fifty-one degrees and marked it element A. He then drew a neat oval around it and designated the left portion of the line as the Left Curve and element C, and the right portion as the Right Curve and element B. This illustration

reveals to an examiner that the forger read and studied the book Laird and Lee's Modern Penman, illustrating the works of John Herhold and his analysis of written forms.

It seems to me that the opinion quoted above of the one-time bank clerk should not be ignored. There is a lot of truth in what he thought and said in the days when he had a keen interest in certain kinds of opportunities. We do now know how much more he has learned during the ten years that have since passed, but one thing is certain. He has a comprehensive knowledge of the fact that banks throughout the country have collections of cards bearing depositors' signatures five to fifteen years old, and that signature clerks and tellers must use them as their sole standard for making comparisons with signatures currently written on checks and savings withdrawal forms. There is something alarming about that situation. A qualified handwriting expert would shudder at the thought of being obliged to render an opinion based on such standards of writing and would feel constrained to demand recent signatures.

Handwriting, according to reliable and qualified experts, undergoes a series of changes through the years. Slowly but surely and in line with changes in physical and facial characteristics, changes in handwriting take place without loss of identity of the individual except, of course, in cases of abnormal developments, events and accidents of a serious nature. Further study of the subject leads to the observation that changes in handwriting show noticeable demarcations over periods of two and one-half to three years which



experts call *The Cycles of Progressive Changes*.

Generally speaking, there are three styles of handwriting known as standard writing, business writing and ornamental writing. Three copybooks of handwriting or parent systems of penmanship are found in American schools and the last known copyrights on all three are dated 1916. The systems of penmanship are the Spencerian, the Palmer and the Zaner-Bloser. The Spencerian copybook of 1916 is the last known revision of more than thirty other variations of this famous American system of writing. The Palmer and Zaner-Bloser systems are known as the unshaded writing and are considered the latest in American penmanship.

#### Cycles of Changes

The more than thirty changes in the Spencerian system of writing constitute cycles of progressive changes in that system. In connection with such changes, I wish to present a case received as a routine matter from a bank in Virginia. With a questioned check dated in December 1944, the bank submitted two standard exhibits for purposes of comparison. One was a two-party signature card on which one signature bore the prefix "Mrs." It was written in 1942. The other standard exhibit was a paid check signed with the same prefix "Mrs." That check was dated 1945.

The bank sent all three items without specifying the item in dispute, a rather frequent occurrence. The bank wanted to know whether the woman who wrote "Mrs. Harold H." on the two-party signature card also signed both checks "Mrs. H. H."

The parent system of the writ-

ing of both depositors on the two-party signature card was Spencerian and well written in 1942. In 1945, the "r" in "Mrs." had changed radically from the "r" in "Mrs." and "Harold" of 1942. The sloping shoulder had changed to a square shoulder in 1945, thereby changing the movement of a right curve to two shapeless movements, lateral and perpendicular, and the writing was crude. The commencement of the "H" had changed from what was a gracefully looped buckle knot to a plain spur with a slight curve, and the buckle knot movement between the staffs had changed from an elegant loop to an angular, triangular-like movement, crude and of unfinished appearance.

What happened during three years to cause these radical changes to the point of almost upsetting individual identity can probably be answered by one having some understanding of the functions of the human mind. These might be whim, caprice, freak and the functions of vein.

Examining signatures reminds one of what a kindred of Cushman said to another: "You is you and me is me." There is a distinctive individuality in personal signatures that cannot be truly imitated. Acknowledging that fact, one master forger said to me: "We forgers know that a forgery, no matter how perfect, can always be detected. Our aim is not to make a forgery perfect, but good enough to pass in the 'back' of the bank, get the money and blow before you guys get on the job."

By the "back" is meant the bookkeeping department of banks, and the master forger who said it was in a position to know.



## ENROLLMENT FOR SEMINAR IN LEGAL MEDICINE FOR POLICE OFFICERS

Harvard University -- Boston, Massachusetts  
November 13 - 15, 1945

## Rhode Island

Capt. Ernest F. Stenhouse, Lieut. Ernest R. Bonat, Sergt. Harrie C. Gill and Cpl. Andrew J. Casey of the Rhode Island State Police Department.

## Connecticut

Lieut. Albert E. Rivers and Det. Sergts. Adolph Pastore, William Menser, Francis J. Mangan and William A. Sullivan of the Connecticut State Police Department.

## Massachusetts

Deputy Inspector John P. Dempsey and Lieuts. Francis G. Wilson, Daniel I. Murphy and Michael J. Cullinane of the Massachusetts State Police, Det. William J. Parlon of the Boston Police Department and Insurance Investigator John J. Costello of Roslindale, Massachusetts.

## New Hampshire

Capt. Herbert F. Gray, Lieuts. Archie M. Brown and John T. Conti and Sergt. Ernest H. Swift of the New Hampshire State Police Department.

## Maine

Capt. Leon P. Shepard of the Maine State Police and Chief Inspector Philip W. Wheeler of the Attorney General's Office, Augusta, Maine.

## Virginia

Lieut. Meridith S. Urick of the Virginia State Police Department.

## CURRICULUM

Tuesday, November 13

Morning		At Harvard Medical School
9:00	Introduction - Outline of Course	Dr. Watters
9:30	Homicide Investigation	Dr. Moritz
10:30	Before the Medical Examiner Arrives	Dr. Walker
11:15	Whose Corpse is it?	Dr. Brickley
12:00	When did the death occur?	Dr. Jetter
12:30	Lunch and Round Table discussion	
Afternoon		
2:00	Suspicious Deaths from Natural Causes	Dr. Watters
2:30	Certain Special Applications of Photography	Mr. Glass
3:00	Nutshell Studies of Unexplained Death	Dr. Moritz

Wednesday, November 14

Morning		At Boston City Hospital
9:00	Autopsy	Dr. Watters
11:30	Death by Violence	Dr. Leary
12:30	Lunch and Round Table discussion	



Afternoon

2:00	Traffic Deaths	Mr. Stratton
3:30	Sex Crimes	Dr. Moritz
4:00	Preservation of Exhibits--Stains, Smears and Dust	Dr. Walker
7:30	Dinner at Hotel Ritz-Carlton as guests of Mrs. Lee	
	Address: Disasters--The police and the Medical Examiner	Dr. Leary

Thursday, November 15

Morning

		At Harvard Medical School
9:00	Death by Violence	Dr. Snyder
10:30	Poisons	Dr. Walker
12:00	Alcohol	Dr. Jetter
12:30	Lunch and Round Table Discussion	

Afternoon

2:00	<u>Nutshell Studies of Unexplained Death</u>	Dr. Moritz
------	--	------------

LECTURERS

ALAN R. MORITZ, M.D.

Professor of Legal Medicine, Harvard Medical School; Associate Medical Examiner, Suffolk County; Consultant, State Police, Commonwealth of Massachusetts.

TIMOTHY LEARY, M.D.

Lecturer on Legal Medicine, Harvard Medical School; Medical Examiner, Suffolk County.

WILLIAM J. BRICKLEY, M.D.

Lecturer on Legal Medicine, Harvard Medical School; Medical Examiner, Suffolk County.

WILLIAM H. WATTERS, M.D.

Associate in Legal Medicine, Harvard Medical School; Associate Medical Examiner, Suffolk County.

JOSEPH T. WALKER, PH. D.

Instructor in Legal Medicine, Harvard Medical School; Lieutenant in charge of State Police Laboratories, Department of Public Safety, Commonwealth of Massachusetts.

WALTER W. JETTER, M.D.

Associate in Legal Medicine, Harvard Medical School; Assistant to Commissioner, Department of Mental Health, Commonwealth of Massachusetts.

PARKER A. GLASS, A.B.

Photographic Specialist, Department of Legal Medicine, Harvard Medical School

GUEST LECTURERS

LEMOYNE SNYDER, M.D., LL.B.

Medicolegal Director, Michigan State Police.

FRANK STRATTON, B.S.

Biological Chemist, Boston Police Department.



# LIEUT. WILLARD E. BUSHY

VOX-COP

NOVEMBER 1945

"One who never turned his back  
"But marched breast forward!"

After almost 25 years of faithful and efficient service, Lieut. Willard E. Bushy retired from the Connecticut State Police Department on November 1, 1945. Appointed a probationary state policeman on November 21, 1921, he became officer in charge at Ridgefield on March 28, 1922. Becoming a permanent state policeman on July 5, 1922, he was appointed sergeant and inspector-instructor on July 25, 1922. Made senior sergeant and inspector-instructor on November 1, 1924. Appointed temporary lieutenant at Centerbrook on August 1, 1927, becoming a regular lieutenant on August 1, 1929. Retained command of the barracks when it was moved from Centerbrook to Westbrook.

Transferred to Westport on September 11, 1939, where he continuously demonstrated to his staff that he was an indefatigable worker. It was nothing new to see Lieutenant Bushy patrolling the Merritt Parkway, and many an erring motorist had the experience of being set straight by Lieutenant Bushy. Many a motorist who experienced mechanical trouble or tire difficulties while on the road had occasion to bless the kindly commanding officer who did not hesitate to roll up his sleeves and remedy the trouble. He was always a strict disciplinarian and enforced the law without fear or favor.

On May 16, 1942 he was transferred to Headquarters as property officer and firearms instructor. He had an enviable record because of his proficiency in firearms, being conversant with all makes and types of weapons. He won medals galore for his achievements but never let his success go to his head. Not only was he an expert in the use of firearms but very successful in teaching other persons to shoot well. Until very recently he had a very fine collection of firearms. He sold it, however, and purchased war bonds with the proceeds of the sale.

When a young man, Lieutenant Bushy was widely known as an expert wrestler. He was particularly adapted to police work because of his service in the Spanish-American War and in World War I. In both these wars he served his country long and well. In addition to buying a great many bonds, he contributed his two sons to World War II and, needless to say, they served their country with honor and distinction to themselves and their parents.

Lieutenant Bushy is proud of the fact that he has Indian blood in his veins. His erect carriage, innate dignity, his agility, his nimble hands and feet, and his taciturnity may well have been inherited from a member of that great race, the aborigines of America.

While he will be greatly missed by all members of the Department, we know that he has well earned his rest - the rest which he can fortunately enjoy in good health and with many useful and happy years ahead. His energies now will be expended on his home and garden in Clinton. Our very best wishes go to him for his continuous health and happiness. We shall not forget him nor see his like again!



# AROUND THE CIRCUIT

VOX-COP

PAGE I

NOVEMBER 1945

## VICTORY BOND SALES

State Police stations and divisions had sold a total of \$1,412,800.00 in Victory Bonds as of November 27, 1945.

Station "I" at Bethany again tops the list with sales of over a million dollars worth.

## SALES BY DIVISIONS

Stations	Maturity Value
A - Ridgefield	\$ 225.00
C - Stafford	5,025.00
D - Danielson	3,600.00
E - Groton	73,000.00
F - Westbrook	16,100.00
G - Westport	91,025.00
Hdq. (Miss Collins)	50,325.00
I - Bethany	1,158,900.00
K - Colchester	14,600.00
TOTAL	1,412,800.00

## STATION "A" RIDGEFIELD

### FRIENDS HONOR LIEUT. TUCKER

More than 300 Present Last Night at Testimonial Dinner In Hotel Green

(Danbury News-Times)

More than 300 friends of Harry T. Tucker, of Brookfield, commanding officer of the Ridgefield state police barracks, recently promoted to the rank of full lieutenant, gathered last night

in the Peacock ballroom of the Hotel Green to honor him and wish him well in his new position.

Representatives of many other police departments in Connecticut, in addition to the state police, were in attendance, as well as delegations from the Federal Bureau of Investigation and other agencies allied with police work and many city and town officials.

### Hickey Presents Gift

The highlight of the evening's program came when Colonel Edward J. Hickey, state police commissioner, on behalf of the guests, presented Lieut. Tucker with a handsome gold wrist watch, suitably engraved.

The evening's program opened when the guest of honor was escorted into the hall amid the singing of "For He's A Jolly Good Fellow" by the entire assemblage led by State Policeman Fred Feegel of Hartford barracks, with Stuart M. Griffin at the piano.

When the speakers had been seated, the Rev. George B. Curtiss, assistant pastor of St. Peter's church, said grace and State Policeman Feegel then sang "The Lord's Prayer" by Mallotte.

### Gleason Is Toastmaster

With dinner over, State Policeman Thomas V. Dunn, of Greenwich, stationed at Ridgefield barracks and a member of the arrangements committee, introduced as toastmaster, Police Chief John B. Gleason, also of Greenwich, president of the Connecticut Association of Police Chiefs and an instructor at the National Police Academy.

Brief congratulatory remarks were offered by each of those who



were seated at the speakers' table and their talks were interspersed with highly humorous stories by Chief Gleason. So entertaining did the Greenwich police chief prove to be, that the remark, "He's the best toast-master ever heard in Danbury," was heard on all sides after the dinner.

State Policeman Feegel was heard in two more vocal selections during the evening. "Old County Down" and "You've Taken My Heart." Chief Gleason introduced State Policeman George A. Noxon and Auxiliary Policeman Joseph Taylor of the arrangements committee and Louis Travaglini of Ridgefield, a department radio dispatcher, recently returned from more than two years of overseas combat duty with the Army.

#### The Speakers

Those called upon for remarks were Captain Leo F. Carroll, head of the western division of the state police department; Fire Chief John H. McNamara; Police Chief George J. Schoen; Judge Leonard McMahan of the Danbury Traffic court; Mayor William J. Hannan; Captain John C. Kelly, head of the state police special service division; Col. Hickey; Captain William Schatzman, head of the eastern division of the state police department; First Selectman Charles I. Sweeney; Dr. John D. Booth, Danbury medical examiner and Raymond Keeler, of Ridgefield, representing the auxiliary state policemen assigned to Ridgefield barracks.

Captain Kelly, in his remarks, told of being instrumental in having Lieut. Tucker appointed to the police department more than 20 years ago, Captain Kelly at the time was in command at Ridgefield.

Captain Carroll, under whom Tucker served many years as a

subordinate at Ridgefield, told of the work which the guest of honor accomplished during that time and drew a round of laughter when he referred to the luck Tucker and he experienced on "visits" to Danbury especially during prohibition days.

#### Commissioner's Remarks

Colonel Hickey before presenting Lieut. Tucker with the gift, explained that the new lieutenant earned his bars through hard work and against the strongest kind of competition.

"We have the merit system in Connecticut," Colonel Hickey said. "Therefore it is not who I want appointed to a job. It is the man who shows, through difficult examinations, that he has the best ability and Harry Tucker had a lot of tough competition coming up the ladder to his present position."

And in conclusion, the commissioner said, "Harry, in all sincerity I want you to know that you have proven your worth to our department and I hope you will continue on to higher ranks and I also hope that I am around to help you go further up the ladder."

#### Guest Responds

Colonel Hickey then made the presentation after which Lieut. Tucker responded with a few brief remarks. That the unexpected testimonial had deeply affected Lieut. Tucker was clearly visible when he rose to thank the assemblage for turning out in his honor.

"You know," Lieut. Tucker said, "it is a hard thing to make a lot of friends in our work. Unfortunately it is a great deal easier to make enemies. I can only say that I have done my job as best I know how. I hope I have done it well and I hope to



continue to do it just as well."

In addition to George Noxon, Joseph Taylor and Louis Travaglini, the arrangements committee consisted of State Policeman William J. McNamara and Raymond Keeler, Philip Munday and Louis Esposito, members of the auxiliary state police organization.

46 Well Ave.  
Danbury, Conn.  
Nov. 23, 1945

Commissioner of State Police  
Hartford, Conn.

Dear Sir,

In the past, I have both denounced and admired the attitude of the Police of our State in their methods of investigation. When a glaring error or a particularly fine piece of work is made by your men, I feel that you, as Commissioner, should know about it.

In this connection, I can not too highly commend Officer Edward McMahon.

Yesterday, November 22nd, I was a passenger in a car operated by William Hanford, also of Danbury. We were driving west, from Danbury to Brewster, N.Y., when the lights from a car approaching us blinded Hanford, causing the car to leave the road and overturn. In a short time, Officer McMahon appeared on the scene, and it was from this point on that this fine officer and gentleman conducted his investigation in a manner that would have made any citizen proud.

His attitude and bearing is praiseworthy. His kindness and consideration is appreciated.

Sincerely,

(signed) Edward L. Mayercik

NEW DANBURY POLICEMEN

Walter Wayman and William F. Tobin are two of the three supernumerary policemen who were elevated to the regular ranks recently by Mayor William J. Hannan, of Danbury, both men having been serving as supernumeraries since July 6, 1939. The third supernumerary advanced to the regular department is Louis P. Pendergast, at present undergoing surgical treatment at Fort Devens, prior to being discharged from the Army, in which he saw more than two years of overseas combat duty.

STATION "D" DANIELSON

Officer Marcus Johnson's keen observation and active stolen car sheet helped in the apprehension of an ex-serviceman who was driving a car reported stolen in New Canaan, Connecticut. Ernest J. Cyr, recuperating at home after one year spent in Parachute Regiment #503 in the Pacific Area, had a few drinks and decided that he wanted to go to Boston, Massachusetts. After trying two other cars, he finally found one with the keys in the ignition and started out. On Route #12 a short distance south of Putnam, he was apprehended by Officer Johnson. Accompanying him was a sailor whom he had picked up on the Parkway. The many morals to this story are--keep your eyes open, keep your stolen car sheet up-to-date, don't leave your keys in your car, and be careful with whom you accept rides when hitchhiking.

Officer Joseph Guilbeault was assigned to investigate a call from the proprietor of a local second hand shop stating that his



car had been stolen from the rear of his store where he had parked it. Joe located it a short distance from where it was stolen and laid in wait for the thief to return.

In less than an hour the thief returned and started to drive the car away. Joe arrested the operator, Donald Webster, age 16, and a juvenile companion from Nashua, New Hampshire. Investigation revealed that not only had these two boys stolen the car but they were responsible for three breaks in the Town of Killingly. They started their career of crime when they stole a car in Colebrook, Vt., broke into a combination gas station and general store, taking oil for the car and cigarettes and cash for themselves. They became involved in an accident, left the car at the scene, walked down the road and broke into a house. They then hitchhiked to Danielson, where they rented a room and continued their depredations. There had been at least one other break incidental to the accumulation of a wardrobe, and when they arrived in Danielson practically all their clothing, including shoes, had been picked up en route.

--- Good work Joe!---

Violent deaths frequently present investigative problems under the best of circumstances. It was no help shortly before midnight on Oct. 18 when three ex-service men, the brothers Lehmann of Plainfield, came to the barracks and reported that they had another brother in the car; that he had shot himself with a 22 rifle, and that they had thought he was dead. A hasty examination by Sergeant Herr left no doubt as to his being dead. A more thorough examination, how-

ever, failed to show the usual signs associated with a self-inflicted wound. There was no smudging, tattooing or singeing of the hair at the entrance wound. Lieutenant Chameroy, of Headquarters, and Dr. Opper, of the Norwich State Hospital, were summoned. Wax casts of the hands of the deceased were made by Lieutenant Chameroy, and an autopsy was performed at 3:00 o'clock in the morning by Dr. Opper. The autopsy revealed the bullet, which was of 22 caliber, and the angle of the wound was such as to indicate a self-inflicted wound. A small piece of scalp surrounding the wound was cut away and taken to the laboratory for further examination. Preliminary nitrate test of this patch of scalp proved negative, leading to the belief that it was not a contact wound. However, the patch of scalp was soaked for 24 hours, with the resulting conclusion that the gun was held so tightly to the scalp that the marks of powder were directly below and immediately around the margin of the wound. After soaking, the blood clots dissolved and the powder showed. Each particle of powder was so covered by the blood that it failed to show on the binocular-microscope or respond to the test for nitrates. Thus Dr. Opper opined that textbooks are not always right and that each case has to be decided on its own merits.

Officer Marikle in his not-so-quiet corner of the state comes in for his share of fatalities. On November 1, he was called to the scene of an accident which occurred on Route #12 in the Town of Griswold, in which a pedestrian was killed. On November 3, he was again called to the scene of an accident. This



proved to be the untimely death of one Robert Hurst, which occurred while he was driving a sulky and pony. The pony became alarmed at the barking of two dogs and got out of control, causing the man to die of fright. On November 7, he was again called and informed that there was a body hanging from an oak tree in the woods just off Patuipaug Hill Road, Baltic section of the Town of Sprague. This call disclosed the suicide of one Ely Chbeynok, a woodchopper who was last seen on Sept. 2, 1945, when he left to cut some cedar posts for his employer, Saul Rothstein. There was no doubt in anyone's mind that the subject was dead, as it was quite apparent that he had been hanging from the tree for several months. If the old adage that everything comes in threes is true, Officer Marikle should be able to go back to his usual routine for a while.

#### "Danielson Special Reporter"

#### SOLDIER CAUSES CAPTURE OF TWO NAZI PRISONERS

Groton,-- (Special.) -- Suspicions of a GI recently returned from overseas who had given them a ride when he found them thumbing their way along a road in Rhode Island led to the capture Monday of two German prisoners of war who escaped October 29 from Fort Devens.

The soldier, Andrew Nahornick of Poquonock Bridge who is home on furlough, had noticed that both men spoke with a noticeable German accent, although they tried to avoid conversation while riding with him. When they alighted from his car he hastened to a telephone, notified Groton Barracks of the State Police and told where the pair could be found.

State Policemen John Smith and

Arthur Andreoli were sent out and soon returned to the barracks with the two men. Following questioning they admitted, State Police said, that they had escaped from Fort Devens while working on an engineering project. They had managed to remove the letters "PW" from their clothing by use of gasoline, they explained.

Some time after their capture, Nahornick came to the barracks and learned the two were in custody. Through a window they were shown to him. "That's them," said the soldier and walked away, satisfied.

#### HI-JACK SUSPECT SURRENDERS SELF

Sought for two months as a suspect in the hi-jacking of furs valued at \$13,056, from Martin Hessekiel, New York, during a daylight holdup at the Merritt Parkway and Black Rock turnpike, Fairfield, Sept. 25, Guiseppe Madonia, alias "Joseph Madonia," alias, "Joe DeGrocer," New York, surrendered at the office of State's Attorney Lorin W. Willis and was arrested on a bench warrant charging robbery with violence.

Unable to furnish a bond of \$5,000, Madonia was taken to the Fairfield County jail where he joined three other men who are being held on similar charges in connection with the holdup. His alleged companions in the robbery are Tony Izzo, Hessekiel's chauffeur at the time of the holdup, John Curatella and Daniel Dezzi, all of New York.

Mr. Willis said yesterday that the four defendants will be arraigned before Judge Ernest A. Inglis during the present term of the criminal side of Superior court.

Lt. John Hanusovsky attached to Mr. Willis's office officially placed Madonia under arrest.



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."