

Vox-Cop

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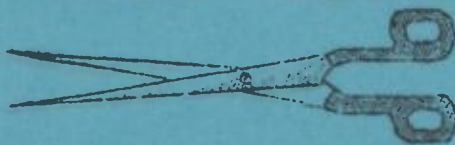
CONN. STATE POLICE DEPT.



EDWARD J HICKEY,
Commissioner

JUNE 1946

BY THE YANKEE CLIPPER



VOX-COP

PAGE I

JUNE 1946

TEEN-AGE THUGS

(Bridgeport Post)

When the June term of the criminal side of Fairfield County Superior court opened this week, the docket looked like the list for a prep school graduation.

A burglar, 17 years old, pleaded guilty while his companions, a soldier and a sailor, both 18, chose to be tried by a jury. Breaking and entering was admitted by a 20-year-old defendant. Two others in this case, one 19 and the other 20, pleaded innocent. An ex-Marine, 20, was arraigned on a robbery charge and 11 other youths were brought before the court in auto theft cases. A breaking and entering incident involved two suspects, 19 and 20 years old.

The tragic side of this story is that it is a fair representation of a national condition. In Washington, Attorney General Tom Clark has called a national conference to "forestall the greatest juvenile crime wave" in our history. Mr. Clark is a little late. The problem now is to exterminate a crime wave that has already grown to enormous proportions among the younger citizens.

The conference will discuss correctional institutions, probation problems, police training, youth recreation facilities, special legislation and school and playground construction. The importance of a community-level attack on juvenile crime can not be denied, but there is a flagrant oversight in the conference's agenda.

What is to be done about the parents of these juvenile law-

breakers who are rounding the curve for a straight-away race to a life of crime? There is no easy solution to this problem--like increasing the number of policemen or building more reformatories. Yet, there lies the basis of many a criminal life. More than one juvenile court judge has expressed the impotent wish that he could punish the parents instead of their children who have broken the law.

It is the adults who have broken a cardinal law of parenthood--to raise their children to observe and respect the standards of a civilized community. Until we reform the parents, we can only restrain the children.

'GET YOUR CROW' MIGHT BE MOTTO OF STATE TROOPER

Harwinton -- Frank Fredsall has his pet crow back again thanks to sleuthing by Trooper Arthur Johnson of the Litchfield State Police barracks.

Sgt. Harry Ritchie, commanding officer, said Fredsall reported yesterday that a car stopped near his home long enough for the driver to pick up the crow. Fredsall got a couple of numbers of the marker plate, and Johnson discovered the driver.

Trooper Johnson returned to the barracks with the crow on his arm, Sergeant Ritchie said, and subsequently handed him over to the owner. No arrest was made, Trooper Johnson reporting that the driver, whose name was withheld, said he saw the crow near the road's edge and picked him up, not aware it was a pet.

ANTI-GAMBLING RAIDS

(Hartford Times)

The raids which the State Police have made of late on horse-race-betting joints are indicative of a determination to break up this long-established and profitable form of outlawry. Betting "parlors" in Waterbury, Stonington, Manchester, Norwich, Windsor Locks, Thompsonville and Unionville have been "visited." Half a hundred persons have been placed under arrest.

Whether the police will be successful in breaking up the "bookies" is something to be demonstrated. Certainly they are putting the gamblers to some inconvenience. That, however, has been done in the past, and the easy-money boys returned to their pickings in most cases. The profits are so great the racket is irresistible. It is an open secret that in Hartford horse race betting has made many operators "rich". The testimony in the recent conspiracy trial must have been surprising to the average man, who delves all day at his business, goes home to supper and spends the evenings at the movies with the wife, or reading the paper and watering the lawn. Such citizens know little or nothing about the operations of the underworld.

Open gambling is a challenge to the law enforcement agencies of the State, cities and towns. The State Police seem to have accepted the challenge. If they have the co-operation their efforts deserve, the racket can be smashed. There is nothing those who operate the joints dislike so much as a term in jail. They should be punished with such terms, for fines mean little or nothing to them. They can make

up losses from fines in an afternoon. And perhaps it would save the souls as well as the money of bangtail mad wastrels who usually are fined for "frequenting," to put them in jail for a few days.

After all, these men are all engaged in criminal activities. They are entitled to no sympathy.

FELON RESENTS IMPLICATION
HE'S BURDEN TO TAXPAYERS

(Chicago Sun)

Ex-convict though he may be, Clarence L. Cogdell, 40, is a man of pride.

Before Judge Walter J. LaBuy yesterday he had pleaded guilty to stealing an automobile in New Orleans and driving it to Chicago. Judge LaBuy looked over his past record and said:

"Tsch, tsch!"

The record was that of forgery, assault and auto theft.

"It is a pity," said the judge, "that the government will have to support you again."

Cogdell, stung to the quick, drew himself up proudly.

"Your honor," he said, with a touch of reproach, "the government won't lose money on me. See this suit I'm wearing? I made it myself while in the tailor shop at Leavenworth Penitentiary during my last stretch.

"Furthermore, I am an expert typist, and I did typing and secretarial work in the penitentiary for nothing. Think what they'd have had to pay regular help for those jobs.

"No Sir, Judge, I'm saving money for the taxpayers."

"Excellent," said Judge LaBuy, "continue saving it for five more years on the auto theft charge, and 18 months more for violation of your parole."

THE SEAL UNBROKEN

(Catholic Transcript)

According to an "Associated Press" despatch from Norwich, Connecticut, dated June 20, the case of Hugh Barry Kenyon, "model boy slayer," has been re-opened because of the man's discharge from the Norwich State Hospital. He will probably be brought to trial for his six-year old crime in the Fall.

This despatch would not arouse our editorial interest save for an astonishing incidental statement made in it. The correspondent who wrote it, whoever he may have been, says, "Kenyon confessed to a priest, who notified police and he was arrested." On the face of it, this statement reveals a plain breach of the sacramental seal of silence. To any Catholic such a breach is incredible. In this particular case the impression conveyed by the statement is completely false. How false it is a letter to the Catholic Transcript from the priest concerned shows clearly and unequivocally.

"Dear Editor:

An "Associated Press" despatch datelined July 20 and captioned 'Man declared sane to face murder trial', which was published in several papers throughout Connecticut, has caused me some embarrassment since I am the priest referred to in the following: 'Kenyon confessed to a priest, who notified police, and he was arrested.'

"Hugh Kenyon, a non-Catholic, came to me after the crime and sought my advice. In the interests of the girl, himself, and the state, I advised him to give himself up to the police. At his request, I telephoned the police, not divulging the purpose of my call, and when Officer Greene ar-

rived, Hugh Kenyon related to this officer what had transpired. In consequence of his own story, he was taken into custody.

"I wish to affirm that there was no question of sacramental confession, nor any breach of confidence on my part, and, furthermore, the first knowledge the police had of the crime came from the lips of Hugh Kenyon.

Sincerely yours,

(Rev.) Joseph N. Murphy."

The A. P. correspondent's statement is a prime example of the danger of careless composition. Certainly Kenyon made a confession, non-sacramental in character. Certainly too the priest called the police. And certainly Kenyon was arrested. But, by stringing these facts into a single sentence, without any explanation or modification whatever, the A.P. correspondent gave a completely inaccurate and misleading account of Father Murphy's part in the affair. The injury to Father Murphy's priestly reputation is evident and grave.

What the editor of the "Associated Press" will do by way of repairing the damage we do not know. Obviously more thorough reading of copy is called for in order to avoid similar errors unworthy of the great news gathering organization's reputation for accuracy.

AN APOLOGY FOR ERROR

(Catholic Transcript)

The "Associated Press", through its Connecticut chief of bureau, Paul V. Cochrane, has made prompt and graceful apologies to the Rev. Joseph N. Murphy for an A. P. story which gave the unfortunate impression that the

priest had violated the seal of confession. Because the subject is important we are reproducing Mr. Cochrane's letter in full.

The seal of confession, which is the solemn obligation of keeping secret all sins confessed in a sacramental confession and anything else made known by the penitent in connection therewith, the manifestation of which might be obnoxious to him or might render the sacrament of Penance odious, binds the priest perhaps more strongly than any other obligation which he assumes in his sacerdotal office. It must be and has been, maintained at the cost of goods, reputation and even life itself. Hence it is that the Church and her representatives are sensitive to the least suspicion concerning the inviolability of the seal.

Mr. Cochrane's letter follows:

New Haven, Conn.

The Rev. Joseph N. Murphy,
St. Clement's Church,
Stamford, Conn.

Dear Father Murphy:

I read with considerable interest your letter in "The Catholic Transcript" today and, of course, I was previously familiar with our story of June 20 from Norwich concerning the Hugh Kenyon case as well as your part in persuading the youth to surrender to the police.

As I understand it, your objection to our story centers around the sentence near the end which says, "Kenyon confessed to a priest, who notified police, and he was arrested." You were not named in the story but I can understand that there must have been many familiar with the circumstances who knew that you were the priest involved.

Frankly, I wish the phraseology had been less condensed.

As you say in your letter, "there was no question of 'sacramental confession nor any breach of confidence'" but I certainly regret that the story failed to make it even more clear you had advised Kenyon, upon his own solicitation that his decision to give himself up was voluntary and that only at his request did you telephone to the police. I think that even though the story had already run to considerable length it should have included those essential facts.

I feel certain that everyone familiar with the sacredness with which clergymen of all faiths hold confession--sacramental as well as otherwise--will put no other interpretation upon this portion of the story.

Nevertheless, to have left the matter rest on that assumption was unfortunate and I want you to know that I am genuinely regretful. We try to do better than that and it is especially regrettable that a man who has performed the outstanding public duty which you did should have been subjected to any possible reflection of an unfavorable nature, however inadvertent.

Sincerely,

Paul V. Cochrane
Chief of Bureau.

EXPLOSIVE ISSUE
AT POLICE STATION

Kansas City, Kas. -- Shooting of firecrackers by playful patrolmen around police headquarters here is over.

Police Chief Will Johns tacked this warning on the bulletin board:

"Any officer shooting firecrackers in the City Hall will get 30 days off without pay."

RED FLARE TRAPS
FOUR ARMED RAPISTS

(Police Chiefs' News Letter)

(Editor's Note: The following article describes the effective use which a Maryland State Police Trooper made of a red flare in summoning additional State Police cars after he, single handed, had set the trap for four armed Negroes wanted for the rape of an Army WAC. Flashing the headlights of his State Police car on the car from which the Negroes had fled after parking it on a lonely dirt lane when they spotted the State Police car, Trooper Everhart used the flare as an aid in giving other state troopers his location quickly, with the results described in the article.)

About midnight on Jan. 8, 1946 Army authorities advised the Benson barracks of the Maryland State Police that four armed Negroes were wanted for rape of an Army WAC, stationed at Edgewood Arsenal. The authorities gave additional information as follows: The four armed Negroes, when last seen, were in a black Buick, 1938 or 1939 model, license number unknown, and the crime had taken place in the general vicinity of Magnolia, Harford County, Maryland.

Eight State Police patrol cars were promptly alerted and with the meager information available patrolled the general area, maintaining radio contact with the barracks. Trooper Edward Eugene Everhart, a recently returned veteran with the rank of captain, left the main highway and as he was going down a dirt road, searching the woods right and left for this black car, he saw a car approaching rapidly from the rear. The driver of the

car, upon spotting the State Police car, turned sharply to the left on an uncharted dirt lane.

Trooper Everhart backed up, threw his lights down this lane, and saw a black car parked, the left rear door open. Trooper Everhart parked his car and proceeded on foot to the black car, finding the WAC on the rear seat, badly in need of medical attention.

Trooper Makes Quick Decision

Trooper Everhart needed assistance if the four Negroes were to be apprehended before they had made good their escape and if the WAC was to be taken promptly to the hospital. He knew seven additional cars were on patrol in the general area. His problem was how to give his exact location, of which he was not certain because he had traveled so many roads in search of the attackers. He made his decision, called his barracks by radio, gave his general location and announced, "Red fusee flares my exact location."

His decision was prompt and effective. The red flares were spotted by three other cars, which arrived promptly, resulting in the apprehension of one of the escaped Negroes close to the scene. The confession of this Negro led to the arrest of the remaining three, all of whom were convicted.

Maryland State Police cars for many years have been equipped with fusee flares to be used at the scene of accidents. But the decision which Trooper Everhart made met with such success that all members of the Department have been instructed to use the red fusee flares under similar circumstances, and instruction concerning its use has been introduced into the training school schedule.

TROOPER EVERHART'S RECORD

Trooper Everhart was appointed to the Maryland State Police Aug. 1, 1942. He entered the armed forces as a private Dec. 15, 1942.

After boot training at Camp Meade, Maryland, he went to Camp Pickett, Virginia, and rapidly reached the rank of staff sergeant in the military police.

He made application for Officers' Candidate School, which was granted, and he was commissioned July 2, 1943. He received further promotions and served at various locations, his final assignment being captain of Company "B", 727th Military Police, Teheran, Iran.

Trooper Everhart returned to the Maryland State Police Dec. 17, 1945, having had an excellent military record.

DETECTIVE BERNARD DOWD DIES

(New York Sun)

Bernard Dowd, 62, retired acting captain of detectives and head of Gov. Thomas E. Dewey's detective squad for three years when the Governor was special prosecutor investigating organized crime, died Thursday night, June 6 at New York Hospital.

He was a member of the Police Department for thirty-five years, and of the detective division for thirty years. His most famous arrest was that of Gordon Fawcett Hamby, notorious bank robber, who killed two clerks during a hold-up of the East Brooklyn Savings Bank in Brooklyn on December 13, 1919. He also took into custody the Diamond brothers, Joe and Morris, who killed two bank messengers to get a \$20,000 subway payroll.

While working with Dewey, Dowd and his staff were responsible for the unearthing of evidence

leading to the conviction of Charles (Lucky) Luciano, alleged controller of organized vice, and of fourteen members of an organization which extorted large sums from restaurant owners.

Hamby's Partner Nabbed.

He traveled to Tacoma to bring back Hamby, who was tried and convicted in Brooklyn at one of the swiftest murder trials that borough has seen. The District Attorney opened the case at 10:30 A.M. and at 3:54 P. M., the same day the jury found Hamby guilty of murder in the first degree. The police said that the 26-year-old Hamby had looted thirteen banks, two railroad offices, had killed three men and shot six others during an eight-year career of crime, and had accumulated \$450,000. The presiding judge in the case said Hamby's record made that of Jesse James "and all the other notorious bandits I can recall to mind pale into insignificance."

Dowd was quiet, self-effacing, never sought the limelight. His tenacity of purpose made him one of the department's most successful detectives. For thirteen years he sought Hamby's partner in the Brooklyn bank robbery, and in 1932 was rewarded with the arrest of Elton Wing in Los Angeles. Wing admitted taking part in the holdup but said Hamby forced him into it. He was convicted and given a light sentence in Sing Sing.

Dowd was known as "Beat it Barney" because his presence at pickpockets' rendezvous brought that familiar cry. One unfortunate "dip" tried to pick Dowd's own pocket at the Dodger-Giants double header at the Polo Grounds in 1941 and was personally escorted by the captain to the police station.

He was admitted to the Police

Department in 1907 and went into the detective division in 1913, remaining there until his voluntary retirement on June 16, 1942. He was made a sergeant in 1926, a lieutenant in 1935 and an acting captain in 1936.

At the time of his death he was head of the security division of the Todd Shipyards.

P. S. "Barney" Dowd was well known to the older members of C. S. P. For years he worked in close cooperation with local and state police of Connecticut on fugitive cases. A considerate, able and tireless worker, he ranked high in the detective field. We, too, shall miss him.

E. Jay H.

YOU AND YOUR HEALTH

By Dr. Herman N. Bundesen

SHARP INCREASE IN BICYCLE ACCIDENTS

(New London Day)

It is a shameful prediction that we shall lose more lives by accident in the next few years of peace, than we lost by enemy guns and bombs during the war. Such wanton waste of life is needless because most accidents are preventable. There is no real reason why they should occur at all; they serve no purpose; they are simply the price we pay for carelessness.

Many accidents occur in the home. Severe injuries come from falls in the bathtub or from a step-ladder. A large number also occur on the street.

It has been forecast that there will be a sharp rise in the number of accidental deaths among bicyclists as automobile and

bicycle traffic increases. Bicycling is, of course, a healthful sport that calls into play many muscles of the body, speeds up breathing and circulation and helps get rid of body wastes.

The greatest rise in the death toll from bicycle accidents, it is predicted, will be among boys between ten and 19 years of age. It has been pointed out that there was a gain in popularity of bicycles in the ten years before the second world war and this was accompanied by increased accidents.

In fact, the number was more than doubled from 1935 to 1941. Four-fifths of the accidents occur as a result of collision between a bicycle and an automobile. The remainder happen as a result of a fall off a bicycle, from a bicycle running into a street car, curb, tree or other object.

Fatalities among girls from bicycle accidents are comparatively infrequent. This may be because girls ride bicycles less often than boys or because they are more careful.

In any event, bicycling is not to be discouraged, but care should be taken by the bicyclist as well as by the automobile driver to aid in avoiding accidents. With advances made by modern science, many lives are being saved by the prevention of disease and by improved living, yet all of this saving will come to no avail if accidents continue to increase.

The watchwords for accident prevention are "care" and "thoughtfulness". It would also help if communities provided roads for the exclusive use of bicyclists.

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POLICEMAN WAS SORRY
FOR DRIVER ONLY ONCE

Racine, Wis. -- (AP) -- Policeman Wally Nelson felt sorry for the motorist he caught speeding past a school building.

The motorist handed Nelson a slip of paper on which he had written: "I was a prisoner at Bataan and the Japs cut out my tongue." Nelson, a veteran of both World wars, sent the motorist on his way with a warning to "hold 'er down."

A week later, Nelson saw the same car parked at the curb and the driver was talking to another man in the car. Nelson pulled alongside and asked, "what's the matter with your rear license plate?"

"Nothing," came the reply from the driver, "it ought to be there."

Nelson handed the driver a summons for court appearance on the speeding charge.

2 NIGHT COPS HAVE HUNCH
ABOUT PASSING TRUCK,
THEY INVESTIGATE, AND IT
TURNS OUT TO BE STOLEN

(Stafford Press)

The two night patrolmen of the Stafford Springs Police Department, Officers William Duval and Stanley Jacewicz, exercised that sixth sense, common to policemen, early Tuesday morning -- and a couple of suspected car thieves are, at the moment, out of circulation.

Duval and Jacewicz were patrolling Main Street about 3:20 A. M. when they gandered the truck driving west on their beat. A passenger was riding beside the driver. For some reason the vehicle just looked wrong -- so they stopped it to find out why. "Why" was that the truck did

not belong either to the driver, Charles E. Girouard, or his riding partner, Everett L. Mills, both of Willimantic. The owner is Percy E. Segar, also of Willimantic.

Oddly, Mr. Segar didn't know he was minus a truck, until he was notified by the Stafford Springs police. It is alleged that Girouard and Mills had picked up the vehicle in Willimantic, unbeknownst to Segar, and were on their way to Palmer.

The Messrs. Girouard & Mills-- the first 21, the second 23--were turned back to Willimantic police and will be presented shortly in Willimantic City Court on the charge of theft of a motor vehicle.

(Say, Officers Duval and Jacewicz must eat carrots for their eyesight, or something! Ed.)

A FEW EXAMPLES

If you mislay your hat, someone has taken it. If you sleep over, someone has either failed to call you or tampered with your alarm clock. If you come out second best in the scholarship examination, someone has cheated you. If you are too late to get nylons, someone has been dishonest in their distribution. If you fail to get a position or a promotion, favoritism has decided it. If you get drunk, someone has driven you to it or plied you with liquor. And so forth. It is always the fault of someone else. Or so you say.

--Catholic Transcript

'SEGAR' BROUGHT FINE

Boston--(UP)--As late as 1824, a dignified Bostonian was arrested and fined \$2 for smoking a "segar" on the street.

31st ANNUAL CONVENTION
INTERNATIONAL ASSOCIATION FOR IDENTIFICATION
ROCHESTER, N.Y.
July 15-18-1946

PRESIDENTS MESSAGE

by

L. Clark Schilder
El Reno, Okla.

(I. A. I. Monthly Newsletter)

The 31st Annual Convention of the International Association for Identification, will be held in Rochester, New York, July 15th to 18th inclusive 1946, with official convention headquarters at the Hotel Seneca.

This shall be the last message I will have for you until our meeting at Rochester, N.Y., but I thought the program arrangements for our Annual Convention are so important that I might well detail them to you as they now stand. I know that you will appreciate there may be some later minor changes or adjustments, but I am sure that you can count on the various activities being conducted substantially as I am reporting upon them below.

I think that this year, especially when transportation, hotel conditions, food and so on have not as yet settled down to "normalcy" for which we have all hoped, the I.A.I. is especially fortunate in having been invited to hold our 1946 meeting in Rochester, N.Y.

Our friend, Captain William A. Winfield, of the Bureau of Identification, Police Department, and who as we all know is our most capable Second Vice President, has been given outstanding aid by his superiors, Chief Copenhagen and Chief of Detectives Collins. Furthermore, he has the solid backing of an outstanding Citizens Committee on the Convention arrangements, headed by our old friend, Carl Hallauer. But you will know more about this Committee later. The purpose of this message is to report the speaking and entertainment program.

Among the outstanding speakers who have promised to be with us and address the convention are, Mr. Quinn Tamm, Inspector in Charge, Identification Division, Federal Bureau of Investigation, Washington, D.C., who will be Mr. J. Edgar Hoover's representative at the convention. Mr. Edward J. Hickey, Commissioner, Connecticut State Police, Hartford, Conn., who will present some very interesting information about procedures in major disasters, such as the tragic circus fire at Hartford a couple of years ago. All of you must know "Ed" Hickey by reputation. He is one of the country's leading police executives.

Mr. Frank J. Wilson, Chief of the U.S. Secret Service. Those of you who have not heard Chief Wilson will have a real treat in store. Happily, we will have with us Col. Russell A. Snook, U.S. Army Ret., of Trenton, New Jersey, who has been absent from our ranks now for several years and who recently returned from Austria. He will tell about some of his interesting experiences in Military Government and Police work for several years overseas.

COMMENDATIONS



Commissioner Edward J. Hickey, (right), is shown reading to group of State Police officers, list of citations and awards made in recognition of outstanding service in line of duty during last year. Left to right, first row, Policemen Walter Smiegel, John F. Fitzgerald, Frank J. Chmielecki, John H. Ehlert, and Lieutenant Frank W. Shaw, Second row, Policemen Ralph E. Waterman, Edward W. Formeister, Joseph A. Suchanek and Joseph P. Koss.

NINE STATE POLICEMEN WIN HONORS

Cited for Outstanding Performance of Duty; Other Awards Made

Citations for "outstanding performance of duty" were given to nine State policemen at a ceremony at State Police Headquarters Wednesday, June 19. Winners in the recent New England Revolver League matches and in barracks competitions also were honored.

Commissioner Edward J. Hickey, chairman of the board of awards, announced the following citations: John R. Fitzgerald, of Norwich, Groton Barracks, for bravery; Joseph A. Suchanek, Middletown, Westbrook Barracks, Frank J. Chmielecki, West Haven, Westbrook Barracks and Walter Smiegel, Suffield, Stafford Springs Barracks, for meritorious service; Ralph E. Waterman, Newington, Joseph P. Koss, Manchester and Edward W. Formeister, East Hartford, all of Stafford Springs Barracks, honorable mention.

Lieutenant Frank W. Shaw, of East Hartford, attached to Headquarters, was given a special commendation for distinguished service in police photography training and John H. Ehlert, of Newington, also attached to Headquarters, was given honorable mention for outstanding emergency services.

Honored For Rescues

Policeman Fitzgerald won recognition for rescuing a woman from a burning building in Ledyard on March 20. The midwinter rescue of a Chester resident, lost in the woods during a hunting trip, resulted in the awards to Policemen Suchanek and Chmielecki. They found the man by following his trail in the snow, revived him and took him to medical aid under difficult conditions.

A pursuit of a stolen car that resulted in the arrest of a fugitive from justice and later apprehension of two accomplices earned the citations for Policemen Smiegel, Waterman, Koss and Formeister.

Station awards for the last quarter of 1945 were as follows: Lieutenant Kenneth W. Stevens Award for "efficiency in rendering police service" and the Irving E. Nelson Award for criminal investigation, went to the Ridgefield Barracks. The Sergeant Charles F. Hill Award for motor vehicle enforcement was won by the Danielson Barracks.

Awards for the first quarter of 1946 follows: Lieutenant Stevens Award, Danielson Barracks; Nelson and Sergeant Hill

Awards, Stafford Springs Barracks. The Danielson, Stafford Springs, Litchfield, Bethany, Ridgefield, Westbrook, Canaan and Westport Stations were awarded the departmental "E" for activities during this period.

Individual Prizes.

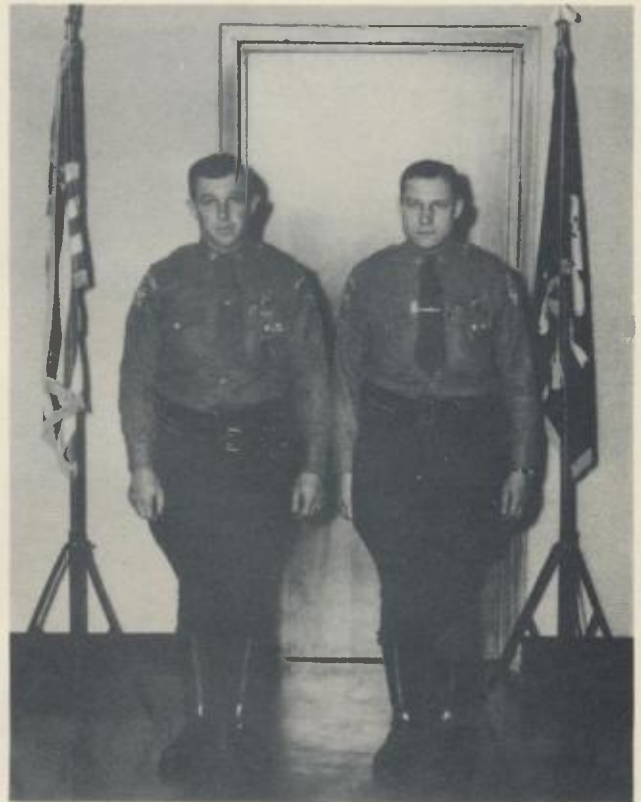
Individual prizes were awarded to Policemen Ralph C. Boyington of Hebron, Lawrence S. Beizer, of Canaan, John J. Wilcox, of Bantam and Lloyd D. Babcock, of Essex, in various classes of the first series match of the New England Revolver League. Second place winners in Classes 4 and 5 were revolver teams from the Special Service Division and the Canaan Barracks. Policemen Boyington, John Yaskulka, of Rockville, Leo H. Dykoski of Bridgeport and John J. Wilcox won awards for high scores in the second match series. Team prizes went to groups representing the Groton, Canaan and Special Service Divisions.

Mrs. Evelyn Briggs, of Hartford, state policewoman, a member of the Special Service Division team honored as the result of the first match series, was the first woman member of a department revolver team.

COMMENDATIONS



Officer John F. Fitzgerald



Officers Joseph A. Suchanek and Frank J. Chmielecki



Left to right, Officers Walter Smiegel, Ralph E. Waterman, Edward W. Formeister and Joseph P. Koss

COMMENDATIONS



Left to right, Officers Lloyd D. Bobcock, John J. Wilcox, Ralph C. Boyington and Lawrence L. Beizer



Left to right, Officers John Yaskulka, John J. Wilcox, Ralph C. Boyington and Leo H. Dymkoski

PATROLMAN BLUSHES
AS HE IS PROMOTED
FOR 'THE BEST JOB IN TOWN'

(Herald Tribune)

A slim young patrolman, key man in seizing three hoodlums charged with murder and rape in Central Park, was told yesterday by Mayor William O'Dwyer:

"Son, you did the best job in town."

"This is a great honor to me," the Mayor continued in City Hall, "to pin this detective's badge on the lapel of your coat."

Roger A. Horan, twenty-six of the Astoria, Queens, Precinct, blushed as Police Commissioner Arthur W. Wallander and numerous other top-ranking police officials applauded. A former model for young men's clothes and an accountant for six years, he lives with his wife and three children, in Astoria.

The Mayor also congratulated Lieutenant Charles E. Lehman, and Detectives Richard P. Dimler and James A. O'Brien, who helped make the arrests. In fact, he praised the entire police department and said he was proud to have been a member of it.

The Mayor summoned Patrolman Horan and the others to City Hall after missing them at Police Headquarters. It was in the lineup there, earlier, that three Army veterans accused of the crimes admitted two previous arrests.

They were Edward Koberski, 22, Edward Kahkoska, 21 and Henry Suckow, 24, all of Astoria.

While they are accused of being the murderers of Jocelyn Hylands, twenty, and of raping his eighteen-year-old girl companion early in the morning of June 8, they were arraigned yesterday in Queens Felony Court, on another homicide, committed two hours after the Central Park incidents.

Each defendant pleaded guilty

to killing Antonio Marchirella, twenty-four, of Astoria, who was robbed, shot and dumped from his own car along Shore Road in Astoria.

While scores of detectives were scouring the east side of Manhattan, Patrolman Horan was taken off foot patrol and told to see what he could find out dressed in plain clothes.

Looking like anything but a policeman, the sandy-haired, 5 foot 8 inch, 150-pound policeman concentrated on Queens bar rooms, where he was not known. He also made numerous visits to Brooklyn, Greenwich Village and Harlem.

Last Wednesday night he got hold of the information he wanted. He reported to his superiors and at 5:30 a.m. Thursday picked squads descended on the homes of the three veterans, who were sound asleep--two of them with revolvers under their pillows.

Koberski was relieved of a British weapon, while Suckow reluctantly gave up two United States Army automatics, a German Luger and a Belgian automatic.

They steadfastly denied taking part in any crimes, but when ballistic experts showed them that the bullet which killed Marchirella came from Koberski's weapon, they confessed to that crime, police said.

But as to the slaying of young Hylands, who was known as Jack, and the raping of his companion, they pleaded ignorance. All day Thursday they stuck to their innocence.

At 5 p.m. the girl walked into the Astoria squad room. She studied their blank faces. She walked out after a few minutes and said she positively identified Koberski and Suckow as her attackers. Confronted with that statement, police said they confessed to the park murder, which netted them \$18 and a silver cigarette case.

APPRECIATION LETTERS

VOX-COP

Page 1

June, 1946

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IN REPLY REFER TO

14 June 1946

Dear Mr. Hickey,

This is to express our sincere thanks and gratitude for the courteous attention extended to the Headquarters Commission when it made a visit to Governor Baldwin's Committee at the Lawn Club, New Haven, on June 13.

I should like to mention particularly Officer Dunn who met us at the Milford Toll Gate and escorted us to the Lawn Club.

Very sincerely yours,

A handwritten signature in cursive script that reads "Glenn E. Bennett".

Glenn E. Bennett, Secretary,
Headquarters Commission.

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

APPRECIATION LETTERS

VOX-COP

Page 2

June, 1946

THE MIDDLETOWN PRESS

PUBLISHED BY

THE MIDDLETOWN PRESS PUBLISHING CO.

THE HOME PAPER OF THE SOUTHERN CONNECTICUT VALLEY

ESTABLISHED 1884

MIDDLETOWN, CONN.,

June 21, 1946

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

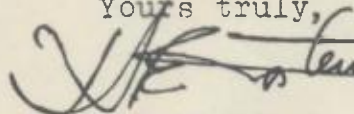
Dear Commissioner:

May I take this opportunity to thank you for the excellent photo of Troopers Joseph Suchanek and Frank Chmielecki of the Westbrook barracks which we received this morning. We are now having a cut made and shall use the same, together with accompanying citation, within a few days.

May I also say at this time that we are greatly indebted to your department for helping us in every way possible in our attempt to keep the public well informed about local news happenings. Lt. Shaw at Westbrook and Lt. Rivers at Colchester, as well as the men at both stations, have never failed to be cooperative.

Thank you again for your trouble.

Yours truly,



H. E. Josten
State Editor

APPRECIATION LETTERS

VOX-COP

Page 3

June, 1946



PAN AMERICAN AIRWAYS SYSTEM

ATLANTIC DIVISION, NEW YORK AIRPORT STATION, LA GUARDIA FIELD, NEW YORK

June 24, 1946

Commissioner Edward J. Hickey
Connecticut State Police
Hartford, Connecticut

Dear Sir:

Speaking for my crew and myself, I wish to thank you for the material assistance in the form of personal aid, automotive transportation, communications, and ambulance service for all involved in our recent emergency landing at Windham, Connecticut.

I wish to especially commend Major Kelly, Captain Mulcahy, Lt. Rivers, Lt. Clarke, Off. Varga, and all other personnel for their assistance at this time. It was most sincerely appreciated by all the passengers and crew members.

Respectfully yours,

A handwritten signature in cursive script that reads "Samuel H. Miller".

Samuel H. Miller
Pan American World Airways

SHM:mt

APPRECIATION LETTERS

VOX-COP

Page 4

June, 1946

Town of Windham

George W. Fraser
First Selectman

Clement Hurteau
Second Selectman

Jeremiah Nealy
Third Selectman

OFFICE OF



SELECTMEN

John B. Harvey
Town Counsel

Mrs. Norma Archambault
Welfare Investigator

Mrs. Jeannette B. Crasthwaite
Clerk

Willimantic, Connecticut

June 25, 1946.

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

My Dear Mr. Hickey:

On behalf of the Board of Selectmen of the Town of Windham, I want to express to you our appreciation for the splendid manner in which you personally, and the members of the State Police responded to the emergency call when the Clipper America crashed at Windham Airport on Tuesday, June 18th.

The prompt, courteous and efficient manner in which everything was kept under control was a credit to the State Police force and to the State of Connecticut, besides being a revelation to the passengers and crew of the clipper.

Thanking you again for your splendid cooperation, I am,

Yours Very Truly

George W. Fraser
First Selectman

GWF:C

APPRECIATION LETTERS

VOX-COP

Page 5

June, 1946

CUMMINGS & STANLEY

1616 K STREET, NORTHWEST
WASHINGTON 6, D. C.

TELEPHONE
DISTRICT 0777

HOMER CUMMINGS
WILLIAM STANLEY
MAX O'RELL TRUITT
J. EDWARD BURROUGHS, JR.
MAC ASBILL
WILLIAM D. DONNELLY
WILLIAM P. ARNOLD
CARY MCN. EUWER (ON LEAVE)
W. LAWRENCE KEITT

29 March, 1946

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

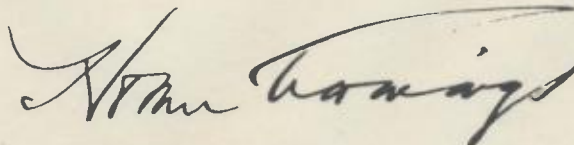
Dear Hickey:

I have just received a copy of "Connecticut Progress" for March, 1946, containing the admirable resume and distinctive photographs with reference to the work of the Connecticut State Police.

I have long had a high admiration for that organization and I congratulate you with all my heart upon your successful administration of its affairs. You have brought it to a high degree of efficiency. All Connecticut citizens have a right to be proud of what you and your associates have done.

With warm regards and very best wishes, I am,

Sincerely yours,



Homer Cummings

HC:MM

APPRECIATION

LETTERS

VOX-COP

PAGE 6

JUNE 1946

Rowe H. Wheeler
County Detective
Willimantic, Conn.
Tel. 1763

Howard C. Bradford
State's Attorney
Putnam, Conn.
Home Tel. 88-4

STATE OF CONNECTICUT
Windham County
Office of State's Attorney
Bradley Theatre Building
Putnam, Connecticut

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

Dear Commissioner:

The final tribute paid to Johnnie Sugrue by you and the officers and personnel of the Connecticut State Police Department will long be remembered by his relatives and friends and the people of Willimantic and Windham County.

State Police Officer Fred Feegel's rendition of "Ave Maria" and "When Evening Comes" was beautifully done. The last song, as you may know, was written and composed by the Reverend Father Felix O'Neil, a Willimantic boy who became famous for his poetry.

The presence of the Right Reverend Monsignor Leo M. Finn, of Bridgeport, a chaplain of the State Police Department, and his kind condolence to the grief stricken relatives was greatly appreciated.

Johnnie was my friend, neighbor and brother officer, one of the best and his passing leaves a touch of sorrow which will long remain.

Respectfully,

Rowe H. Wheeler
Windham County Detective

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28 East Euclid St.
Hartford 5, Conn.
June 12, 1946

State Police Headquarters
100 Washington Street
Hartford, Connecticut

Gentlemen:

This is a note in appreciation of the wonderful service of your organization in locating my father, James Blair, on Sunday night, June 9th, when he was lost in the woods at the Gillette Castle State Park. I should like to have the Commissioner know how we appreciate the capable, courteous, sympathetic and thorough search the officers made. Each of the officers has our heartfelt thanks.

I am proud that the State of Connecticut has such a resource as the State Police for those in distress, as we were.

Aside from a painful wrenched back and the minor bruises on his head, my father's condition seems good. Longer exposure would have brought on other ill effects, so your promptness to our call also saved him from other suffering.

We thank you all.

Sincerely yours,

H. Louise Blair

UNITED STATES POST OFFICE

Hartford 1, Connecticut

May 28, 1946

Mr. Edward J. Hickey,
Commissioner of State Police
Hartford 1, Connecticut

Dear Mr. Hickey:

Please accept my sincere thanks for the excellent cooperation and convoy service extended to this office by you and the personnel of your department during the recent railroad strike.

Sincerely yours,

E. J. Dillon,
Acting Postmaster

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THE CONNECTICUT LIGHT & POWER CO.

Essex, Connecticut

June 17, 1946

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

Dear Commissioner Hickey:

Last Wednesday, June 12, Michael M. Strukus, one of our oldest and most trusted linemen, was fatally injured while working on Route 9 near the Verplex plant.

Promptly upon notification of this accident at our office, I proceeded to the scene and called the Westbrook Barracks, informing them of the accident and asking for assistance in handling traffic and in rendering first aid in this emergency.

Lieutenant Carroll Shaw, and Officers Dorence Mielke, James Ferguson, Edward Engstrom, Leonard Menard, Joseph Sullivan, and Officer Harriet Simmons, responded with complete equipment and ambulance. These officers were at the scene of the accident within a few minutes after notification and continued actively to serve in every conceivable manner during the period of more than four hours while resuscitation was being conducted on the roadway.

On behalf of the employees and the Company, I want to express to you and your fine organization our grateful appreciation.

Yours very truly,

B. H. McElhone, Manager

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38 Groton St.
June 12, 1946

Dear Commissioner Hickey:

My family and I sincerely thank you and the members of your department for the kindness shown us in our bereavement.

We deeply appreciate the special detail and the lovely flowers and will always remember our many friends who helped lighten our sorrows.

Thanking you again, I am

Yours very truly,

Minnie U. Hallissey

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JUNE 1946

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U.S.S. ANTHEDON (AS-24)
New London Group, 16th Fleet
U.S. Submarine Base,
New London, Connecticut

25 June 1946

Commissioner of State Police
100 Washington Street
Hartford (1), Connecticut

Dear Sir:

I wish to express my appreciation for the very able assistance rendered by your Department in obtaining and identifying fingerprints of the guilty party in the case of breaking, entry and theft, occurring on the U.S.S. ANTHEDON in March, 1946. Your case number is E-1233-A.

The guilty party was tried by court martial, found guilty, and appropriate punishment has just been approved by the Navy Department, which completes the case.

In particular, I would like to cite the following officers for the efforts they contributed in the case.

Lieut. W. E. Mackenzie
Lieut. Frank V. Chameroy
Detective-Sergeant F.O. Johnson
Sergeant O.H. Avery
Detective-Sergeant H.G. Washburn

Sincerely yours,

William T. Doyle, Jr.,
Captain, U.S.N.

STATE OF CONNECTICUT

MERRITT PARKWAY COMMISSION

June 24, 1946

Dear Lt. Remer:

This morning I was riding on the Parkway with my son when his car developed trouble.

One of the cars attached to your Barracks and operated by Trooper Howell stopped.

He is a very alert and courteous trooper. I am very thankful for the quick service he provided for me.

Officer Howell is a credit to the department.

Sincerely yours,

Webster N. Walker

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APPRECIATION

LETTERS

VOX-COP

PAGE 10

JUNE 1946

WILLIAMS
Box 44
Mystic, Conn.

June 29, 1946

Commissioner E. J. Hickey
State Police Department
Hartford, Connecticut

Dear Mr. Hickey:

The purpose of this letter is to compliment you and the State Police Department on being made up of a most efficient and courteous personnel.

On Thursday this week, my sister and I drove to Hartford. On the way home toward evening at Glastonbury my car developed trouble and I was obliged to leave it there for repair. It was about seven P. M. and we found ourselves in a distressing situation.

We were unable to secure two rooms in any hotel in Hartford due to a big convention. We had missed the bus to New London. Having heard of the wonderful things the State Police Department do for people when stuck or in trouble, I telephoned your Headquarters and had the good fortune to contact Sergeant William Gruber and I poured my troubles in his lap.

Never have I met with such sympathetic consideration as Sergeant Gruber bestowed on us. Through his planning and arrangements, we were relayed to our home.

I want to speak especially in praise of the gentlemen who relayed us over the roads, some being Officers Hadfield, Wm. Conlon and Harry Myers. We all know about the Bible stories of Miracles of hundreds of years ago. I feel that little short of a miracle was performed in our case. We will always be grateful to you all for the great and friendly gesture.

Very truly yours,

Clarence H. Williams

P. S. I will appreciate it if you will have your Secretary send a copy of this to Messrs. Gruber, Hadfield, Conlon and Myers.

CRASH SERVICES

VOX-COP

June, 1946

Clipper Crash Landing at Plainfield June 18 Without Personal Injury



When the Trans-Atlantic Clipper made a crash landing at the Willimantic Airport recently the focal point of interest was activity at the scene. The pilot's skill in bringing the airplane down to earth in a successful wheels-up landing ended on a happy note what might have been a sad story.

Forty-three passengers' lives were in the hands of the crew of 10. There were probably many prayers offered for a safe landing that day--three priests and three ministers were included on the passenger list. They were the spiritual leaders of a group that included Vivien (Leigh) Olivier, actress, with her husband Lawrence Olivier, actor, a motion picture director, a theatrical manager, art dealer, sales agent, government executive, machinist, nurse, student, accountant, executive, film producer, importer, bartender, police officer, singer, plumber, waitress, domestic, real estate agent, professor, child, two merchants and seven women who were listed under the inadequate term "housewife."

The passenger list and the State Police logs--those were things that told a dramatic behind-the-scenes-story.

The record of our telephone and radio activity is as follows:

- 6:00 PM - Civil Aeronautics Commission control tower chief reports reception of a radio communication from the Clipper plane asking weather conditions at Hartford. Upon receiving a favorable report, the plane replied it was going to make an emergency landing and requested the local fire department be notified.
- 6:02 PM - A phone call to the Danielson Barracks reports a four-motored plane on fire over Canterbury.
- 6:04 PM - The Clipper reported to the CAA control tower that it had dropped an engine and was making an emergency landing at a field east of Hartford.
- 6:05 PM - Carl Salo, of Canterbury, phoned the Danielson Barracks reporting a plane crash on the Cornell Farm, Plainfield.
- 6:06 PM - HQ. radioed to Capt. Mulcahy that radio communications relative to a plane crash had been heard from Station "D".
- 6:07 PM - Station "D" advises they are checking on reported plane crash.
- 6:17 PM - Danielson reports having two plane accidents.
- 6:18 PM - Lt. Clarke reports on air his location on Route 6 near Willimantic Airport.
- 6:19 PM - Ambulances from Colchester, Groton, Danielson, Stafford Springs and Hartford stations ordered to proceed to Willimantic airport. HQ. emergency truck assigned.
- 6:20 PM - Air cleared for emergency traffic. Capt. Mulcahy orders Danielson and Stafford Springs station personnel to the scene.
- 6:21 PM - HQ. relays assignment orders. Lt. Clarke reports - no fire - no casualties.
- 6:22 PM - Willimantic Police and Fire Departments alerted by HQ.
- 6:25 PM - Captain Carroll establishes communication with Lt. Rivers, Colchester, and Lt. Clarke of Danielson.
- 6:30 PM - Plane crash details given to Willimantic Police and Fire Departments.
- 6:33 PM - Lt. Clarke reports again from airport.
- 6:34 PM - Doctors not needed, Lt. Clarke reports.
- 6:35 PM - Lt. Clarke reports again from airport.
- 6:36 PM - 11-K becomes contact car at the scene.
- 6:38 PM - 11-K reports 43 passengers and crew of 10 are without injury.
- 6:39 PM - General ambulance cancellation.
- 6:43 PM - Colchester ambulance requested to proceed to scene.
- 6:48 PM - 19 officers reported at crash scene.
- 6:50 PM - Commissioner and Major Kelly proceed to Willimantic from Hartford.
- 6:51 PM - All day men at Stafford Springs, Danielson and Colchester stations requested to remain on duty.
- 6:54 PM - Colchester station ordered to keep Headquarters fully advised.
- 7:00 PM - Commissioner orders sound car from Colchester for traffic duty.
- 7:10 PM - Governor requests the Commissioner to call him with plane crash details.
- 7:19 PM - HQ. requests passenger list by teletype through Willimantic.
- 8:10 PM - Commissioner talks with Capt. Carroll about final report.
- 10:45 PM - Bus containing Clipper passengers arrives at Brainerd Field for transfer to another plane.

Now the story is complete. You knew the story told at the scene but now you know the story told by the passenger list and State Police logs behind the scene. It proved to be a "Happy Landing."

ENTRÉ NOUS

VOX-COP

JUNE 1946

INSTRUCTING POLICE OFFICERS IN THE CRIMINAL LAW

(Missouri State Highway Patrol)

Dying Declarations

Dying declarations constitute one of the exceptions to the hearsay rule. These consist of statements made by the deceased of the facts concerning the circumstances of the fatal assault made under a sincere conviction that death is imminent. Such statements will not be admitted, as a rule, unless it can be shown that the victim was at or near the point of death, that he knew this fact, had no hope of recovery, and that he would be a competent witness, if living. If the victim by any act or word indicates that he has the slightest hope of recovery, even though he died a short time thereafter, the statement is inadmissible. If the statement made by the deceased is based on hearsay or is not limited to the facts of the homicide, it must be excluded. Clearly, if the victim could not be a competent witness if living, his statements may not be received. By virtue of statutory law in New York dying declarations are admissible in homicide and abortion cases.

Res Gestae Declarations

Declarations concerning the res gestae (transaction or thing done) is another exception to the rule prohibiting hearsay statements. These consist of statements which are uttered at the time of the occurrence in question and as part of the event or act which they relate to, or so close to it in sequence of time as to eliminate the possibility of fabrication. These declarations must be spontaneous and not the result or answer to a question. The underlying principle enunciated by this doctrine is that the declaration must be the

result of some spontaneous reaction caused by the surrounding circumstances and so rapid in point of time as not to give the declarant an opportunity to reflect on the statement before it is made.

Confessions and Admissions

The subject of confessions and admissions present a field of evidence with which police officers are continually coming in contact. An expressed confession is defined as an acknowledgment by the accused in a criminal case, by express words, of the truth of the essential fact charged or of some essential part of it. An admission is a statement made or an act done which amounts to a prior acknowledgment by one of the parties to an action that one of the facts relevant to the issues is not as he now claims it to be. A confession is, therefore, the express admission of guilt, whereas an admission is only a partial acknowledgment of the truth of the charge made from which guilt may be inferred. Confessions are applicable only to criminal or quasi-criminal proceedings. Admissions are used in both civil and criminal cases. An expressed confession must be verbal or in writing, whereas admissions arise also by the conduct of the accused.

There is no specific way in which a confession should be made. It may be made to anyone. It may be in the form of a letter or of several letters to different individuals, or may consist of detached conversations with many people, or it may be a formal confession made in court, or it may be a combination of all these circumstances. No matter what way it is made, a confession is admissible for the prosecution on the theory that no one would make a damaging statement against himself unless it were true.

Safety mindedness

Speed, Brother, Speed!

By FRANK TRIPP

This is the story of a speed mania that started 50 years ago. Back in the 90's, when bicycles seemed numerous as flies, pedestrians vowed them a menace and cycling cops stalked the streets in search of scorchers.

(Hartford Times)

Scorcher was the name given a reckless cyclist who had inverted ram's horn handlebars, pointed downward so the rider's body was about level with the road--the first streamlining to reduce wind resistance; also to give more powerful leverage on the pedals. A rider in that position could get a good look ahead only now and then by raising his head to an awkward angle. Most of the time his eyes were fixed to the spot where his front wheel contacted the road, dodging stones, ruts and obstacles. These speeders were the terrors of the streets, cycling paths and city sidewalks, which, for a license fee, they could use. Although none but champions exceed 25 miles an hour and few could better 15 for more than a city block, there were plenty of pedestrians bumped into the ditch.

That misuse of the bicycle created the first speed hazard on the highways of America; save drunken drivers of lathered horses. Both of these nuisances were quite summarily dealt with and everybody, including sane cyclists and horsemen, joined heartily in helping bring them to justice.

Then came the automobile. At first it couldn't dependably average the speed of a bicycle. It made so much noise that only the blind and deaf were in danger.

Its early victims were mainly dogs and chickens. Finally dogs learned to snap at the rear wheel rather than the head lamps and hens taught their chicks when to cross the road--something skunks and woodchucks haven't learned yet--also some people.

Pioneer motorists, abroad in open cars, linen dusters, goggles and gauntlets; equipped with a machine shop and a vulcanizing plant on the running board, had a dull Sunday if some farmer didn't snap a whip at them as they passed his frightened team or some kid didn't turn a hose into the car. It was more a case of the automobile escaping, if it could wheeze that long, than the populace doing a Charleston to save its neck.

As time went on and cars quieted, speeded up and got cheaper, everybody and his uncle finally got one. The sisters and the cousins and the aunts bought up the used ones until there's hardly room on the roads for them, two abreast, if they all turned out at the same time. This with almost no family car production for four years. Where do you plan to hide for safety when the assembly lines get humming? Put me wise; I want to holler in with you. But on with the sermon:

A man killed by accident is just as dead as the vic-

tim of premeditated homicide. From society's standpoint the difference is that everybody would help prevent a homicide but few help bring potential highway murderers to halt. Until this changes, enforcement of speed laws will prevail only among the few that traffic officers can catch and thousands of lives, maybe your kid's, will be snuffed out.

It should not be unpopular or unusual for a citizen to report the name or license number of a driver who puts lives and property in jeopardy. The State would do well to make it easy for one to do this. What if now and then a report results in a grudge? So do reports of crime in general, still police plead for help from the people. Most motorists want to be safe drivers. Many who may cause a death would be saved their anguish by warnings--others by knowledge that their habits were known to the authorities.

Then there's the stubborn fellow who demands his road rights regardless, won't give an inch, 'cause the law is with him. Like the late Mr. Gray whose headstone proclaims: "Here lies the body of Simeon Gray who died maintaining his right of way; he was right, dead right, as he sped along, but he's just as dead as if he'd been dead wrong."

FIRST



AID

VOX-COP

JUNE 1946

FIRST AID TRAINING OF POLICE IS WINNING NATION-WIDE APPROVAL

(The Red Cross Reporter)

Value of first aid training for police is being increasingly recognized in states and cities throughout the nation, according to reports from Area directors of the Red Cross First Aid Service.

Already, 2,640 Red Cross mobile first aid units are operated in 32 states by 92 police groups, including 24 state police departments. And further expansion is under way.

The Red Cross highway first aid program has been commended by the International Association of Chiefs of Police. Robert E. Raleigh, associate director of the organization's safety division, recently stated:

"It is important that police first aid programs be equal to every emergency not only because of the primary purpose of saving lives, but also because police first aid activities stimulate public confidence. Highway first aid stations should be established at frequent intervals, particularly in sparsely populated areas where doctors are not easy to reach, and every police car should be a mobile first aid unit."

One of the outstanding police training programs is in Connecticut, where first aid classes are included in the curriculum of the State Police Academy at Bethany. Forty-five patrolmen were brought in from all parts of the state to receive training or retraining as instructors, and are now conducting first aid courses for all personnel. It is planned that every state police barracks in Connecticut will bear the sign of a Red Cross highway first aid station and that each of the 270 state police cars will be designated as a Red Cross mobile first aid unit.

Praising the Red Cross highway program, Edward J. Hickey, commissioner of Connecticut State Police declared:

"First aid training is a 'must' and an integral part of our police in-service curriculum.

"The public not only expects intelligent handling of the injured, but is entitled to it and can be righteously indignant when it is not forthcoming.

"Our personnel is 100 per cent first aid trained and we are continuously adding to our emergency equipment....With 100 cars, carrying complete fracture equipment and first aid kits, patrolling the highways 24 hours a day, with fully

equipped ambulances and emergency trucks and with our 11 barracks forming a state-wide network of first aid stations I feel we are prepared to render efficient service when and wherever needed."

New requirements of the Texas State Highway Department make it mandatory that all members complete Standard first aid within a 90-day period after employment. Three Instructor courses have been scheduled for them in the near future, the Midwestern Area office reports.

First aid training was an important part of a municipal police training school in West Virginia recently. The school, sponsored by the Vocational Training Department of the State Department of Education, was attended by approximately 75 municipal policemen from all parts of the state. This arrangement made it possible to get trained leadership into some communities which otherwise might not have been reached immediately.

19-Month Program

A total of 3,188 Philadelphia policemen were trained in Standard first aid as a result of a recently completed 19-month program of the Southeastern Pennsylvania Chapter. A city-wide program is carried on for training of police in Boston, and first aid training is under way or contemplated in many of the nation's large cities.

Arrangements have been completed for two first aid courses to be conducted for members of the Florida State Highway Patrol. After training of all patrolmen has been completed, patrol cars will be designated as mobile first aid units.

The Fulton County Police Department, with headquarters in Atlanta, Ga., now is operating 25 mobile first aid units and plans to have every man on the force first aid trained.

Outlining the program, Police Chief C. E. Mitchell declared: "Every policeman should know first aid, and the Standard and Advanced courses should be an important part of his training. Frequent review is also necessary if the men are to be always ready to administer good first aid."

These are examples of the growing trend towards 100 per cent first aid training of municipal and state police in this country as a result of the conviction that those who guard against crime should also guard against death on the highway.

IN-SERVICE STUDIES

Graduation Exercises at Traffic Institute, Northwestern University



Left to right: Norman Damon, vice president, Automotive Safety Foundation; Gordon H. Sheehe, associate director of training, Northwestern University Traffic Institute; Patrolman Vernon C. Gedney, Connecticut State Police; Thomas Gonser, vice president, Northwestern University; Lt. Col. Franklin M. Kreml, director, the Traffic Institute; James S. Kemper, president, the Kemper Foundation for Traffic Police Training; Robert E. Raleigh, associate director, the Traffic Institute; Brig. Gen. William E. Guthner, and Lt. Robert E. Brittin, Lincoln, Neb., class president.

State Policeman Vernon C. Gedney joined the Connecticut State Police Training School August 22, 1938, completed his course on December 1, 1938, and was assigned to Hartford Barracks, where he remained until June 29, 1941. He was then transferred to Colchester and later to Westbrook on September 16, 1943.

A conscientious and tireless worker, Officer Gedney has served the Department faithfully. On several occasions he performed outstanding services, and in one instance was awarded the State Police Citation and Emblem for Meritorious Service for apprehending an armed automobile thief who had a long criminal record. Quiet, unassuming, and persevering, Officer Gedney is recognized by his associates as the embodiment of a true gentleman and a firm and trustworthy police officer.

VALEDICTORY

Vernon C. Gedney - Spring 1946
Delivered June 18, 1946
Graduating Dinner

Tomorrow noon, June 19, class will be dismissed for the last time. For many of us it will be the last time we will see the campus here at Northwestern. Some of us will be saying good-bye to friends we may never have the opportunity to meet again. Friends, not just acquaintances, and yet only a short time ago we were strangers with only an interest in police work in common. During the first part of February, we were hearing about such places as Texas, New Hampshire, Pennsylvania, Oregon and China - and strange and remote indeed these places seemed to be. But, under the guiding whip of the directors of the Institute and through the sharing of hardships and delving into such problems as "Why people don't learn" and the complexities of "Functional and organizational charts" we have come to feel as though we had known each other for years.

This has been a hard course for all of us, hard for us and hard for the instructors. It was not easy to change suddenly from riding through the country in patrol cars or winding in and out of traffic on motorcycles to sitting in a classroom hour after hour, trying to concentrate on the lecture and still take enough notes to keep from getting homesick at night (and to satisfy Mr. Sheehe). Nor was it an easy task to instruct such a group, men who have pretty set ideas regarding the work they have engaged in for years, some for 15 to 18 years, and all who think their department is tops, and rightly so.

I am sure all of us remember those words of wisdom, back at the start of the course about getting to bed by 11 P. M., that it was necessary to get at least eight hours of sleep every night to be able to stand the gruelling course ahead, that this could be done if we just budgeted our time. We remember them all right but it would take a magician to be able to put them into practice in this course. In fact, it is a miracle that we all are able to be present tonight. There was plenty of "griping", some in the classroom, some outside, but the work was done - well done we are told. There was a great deal of "griping" in the gym but more than once, we had to be ordered off the floor, a full half-hour beyond the required time, and the finer points of many a volleyball game were carried into the showers, and beyond. At the half-way mark in this course it was difficult to understand why graduates were traveling clear across the country to spend two weeks at a refresher course here. But in time to come, we realize now that many of this class will be returning to Evanston for such a course - to renew old friendships - to look over the familiar sights and to exchange new ideas and experiences and to report on some of the methods and techniques tried and found to be successful.

At this time, as we are about to separate and go our different ways, we wish to express our appreciation and thanks to those who have made all this possible. First - we are indebted to the members of the staff of the Institute, because it is through their sincere belief in what the Traffic Institute stands for and is working to achieve in the traffic field that there is such

an opportunity, even that there is such an institution here. We realize that a great deal of time and effort was spent by these men outside the classroom for our benefit and for that unselfish and willing-to-help attitude on their part we are most grateful. We also wish to express our deep appreciation to those who have made it possible for us to be here: The Kemper Foundation for Traffic Police Training, The Automotive Safety Foundation, Northwestern University, the Safety Division of the IACP and to our own departments; to each of these may we extend our sincere thanks.

When a man is discouraged, there is nothing like a letter from home or some words spoken to him after a hard day to give him the strength and courage to go on. Perhaps little has been said about it, but the loyalty of wives and children, the devotion of mothers and sweethearts, has meant much in the spirit and success of the men graduating tonight. As a class we should like to express our appreciation for the encouragement and advice of our loved ones in making our successful completion of this course possible.

When we leave the campus it will be up to each one of us to keep in contact with the other members of the class, at least with the class correspondent. The Institute, through a new division headed by Jim Pryde, will be checking up on us from time to time, helping us over the rough spots. But our success or failure to make use of what we have gained here will depend on the enthusiasm with which we tackle the opportunities as they present themselves in our own departments. Some of us will be going back to departments well

advanced in the newer methods of policing and traffic control, and the field of endeavor there may be narrower than it will be for others. Some of us will be assigned to the task of planning programs for training schools, some will be assigned to safety education or public relations work and others will be placed in our department's traffic division. Whatever the assignment may be, we will be expected to work wonders because we have graduated from this school. For 10 years now the Northwestern University Traffic Institute has been graduating trained traffic police officers, many of whom have done outstanding work, and all of whom have been a credit to the Institution. May we insure continued success to the Traffic Institute by pledging ourselves to make an honest effort to take the precepts we have learned here and carry them out in the spirit indicated by the words of Edward Everett Hale --

"Look up - and not down
Look forward - and not back
Look out - and not in
Lend a hand."

KEEP THE BOY GOOD

Membership in Latest "Crime-Club"
Is Restricted To
Youthful Mail-Box Thieves

By
Frank J. Wilson
Chief, United States
Secret Service
Treasury Department

Secret Service Agents and Post Office Inspectors in Newark, New Jersey, have unveiled the secrets of "The Jacket Club," probably one of the most exclusive organi-

zations in the United States. To be a member in good standing, one had to steal checks from mail boxes. The greater the number of stolen checks, the better the standing. The membership of this unique syndicate consisted of exactly nine Negro girls--all under 15 years of age. Queried about the unusual name of their "sorority," they explained that "The Jacket Club" derived its title from the distinctive window envelopes, or jackets, in which government checks are mailed. The members admitted that they had been stealing government and commercial checks from houses in their own neighborhood for more than one year, and expressed their disappointment at the enforced disbanding of their society. It had been such exciting fun--and profitable too.

Profitable. Nine kids. All under fifteen. Nine kids with criminal records and possible jail sentences. That's not profitable. It's tragic. It's tragic because it could have been prevented. The checks which were stolen were no good unless they were cashed. They were cashed in drug stores, grocery stores, candy stores, with little or no identification. If the merchants in these stores had asked questions about the checks, or insisted upon identification, or had taken other reasonable and simple precautions, the youngsters could not have consummated their crimes and the merchants themselves would not have lost the money resulting from the forgeries. But as it turned out, both sides were hurt, to say nothing of the victims from whom the checks had been stolen.

Add a few thousand similar cases to this one and you begin to get an idea of the extent to which juveniles have become involved in the check theft and

forgery racket in the past two or three years. And so far as government checks are concerned, it's getting worse. More government checks are issued today than ever before. They go to cities, towns and villages in the United States at the approximate rate of a million a day. Every month about eight million checks are sent to dependents of American soldiers and sailors as allowances and allotments. Nearly one million a month go to Social Security beneficiaries, and this number is increasing monthly at the rate of about 15,000. In July, 1943, more than 914,000 checks went to war veterans. A year later, in June, 1944, this figure had jumped to more than 1,110,000, and will continue to rise sharply as more and more fighting men are discharged from the armed services. The Agricultural Adjustment Administration sent more than 700,000 checks a month to farmers last year, and during some months this number reached or exceeded 1,000,000. Other checks go to individuals for Railroad Retirement, Civil Service Retirement, income tax refunds, bond redemption or home owners' loans.

Whenever the letter carrier drops one of these checks in the mail box of the addressee, it provides an opportunity for theft. And sadly enough, there are many boys and girls who will take advantage of that opportunity, often without realizing the consequences. Others who are aware of the seriousness of the offense weigh punishment against "easy money," and take the chance.

In Columbus, Georgia, four boys, all under 21, stole nine government checks from mail boxes. They obtained Social Security cards issued in the names of the various payees of

the checks, and used the cards as identification when they forged and cashed the checks. Two of the youngsters were placed on probation for three years, and two were sent to the Atlanta Penitentiary, one to serve two years and the other to serve 18 months. The boy who was sentenced to 18 months was led from the Federal courtroom in Columbus by a deputy marshal. Suddenly he broke away and jumped from a second-story window in the Federal Building. His illegal freedom was very brief, for he was captured the next morning and sentenced to an additional 18 months for attempting to escape.

In Detroit, Michigan, eight boys and three girls, all colored, ranging in age from 13 to 17 years, forged and cashed more than \$600 worth of government checks before they were caught by the Secret Service and Wayne County Juvenile authorities. Three of the boys were sentenced to serve time in correctional institutions for periods up to four years. The other children were given suspended sentences and placed on probation. Most of them made statements in writing. Here are excerpts from some of the confessions:

Q. How did you get this check?

A. I took it from the mail box.

Q. On what day of the week was that?

A. Friday.

Q. How do you know it was Friday?

A. Because they said Fridays was the best day to get 'em 'cause the mail man came around with checks on those days.

Q. Which one of you took this (other) check?

A. I did. Ralph then went down to the Social Security place and got a Social Security card, and then got a ration book from his home. He had some ink eradicator

and he fixed up the ration book for identification. We took the check to the grocery store and got it cashed.

Q. Here's another check, payable to Helen Greene. Tell us about this one.

A. Ralph and I borrowed a bike and went to 4828 Hastings. Ralph took the check out of the mail box and put it in his pocket, then we got on the bike and rode away. We got Lorine to cash it for us. Lorine got a Social Security card in the name of Helen Greene and Ralph and I played the phonograph in a candy store while she went to the Hudson store and cashed the check.

In another case, in Newark, New Jersey, a 15-year-old girl was caught trying to pass a forged Navy allowance check on the proprietor of a dry goods store whom she had once before victimized with a forgery. He called the Secret Service, and the girl was arrested by Newark police and Secret Service agents. She confessed the theft and forgery of seven Army and Navy allowance and allotment checks and was finally placed under the supervision of the Essex County Juvenile Court for a period of two years.

In Washington, D. C., three boys, 14, 15 and 16 years old, were arrested by Metropolitan police for stealing government checks from mail boxes. Investigation by the Secret Service revealed that before trying to cash a check the boys would buy a cheap wallet containing a blank identification card. They would fill out the card in the name of the payee of a stolen check and use it for identification purposes. Three of the checks in three different names, were cashed by the same boy in one store.

But for the carelessness of merchants who accepted forged checks so readily, the boys and

girls in these and many similar cases would probably not be listed in the "Forgery" classification of police, Post Office and Secret Service criminal files. Certainly a grocer, for example, should know better than to cash an old-age pension check for a boy of fourteen. Yet one did cash such a check for such a youngster, thus becoming the victim of a crime which he himself helped the boy to consummate. In some states, both Federal and Juvenile Court judges have placed the blame for the plight of juvenile forgers squarely on the shoulders of those who cashed the stolen checks. In fact, a judge in Pittsburgh, Pennsylvania, not only sharply reprimanded two merchants who accepted forged government checks from a young boy, but also actually placed the victims themselves on probation with a warning that if they made further contributions to juvenile delinquency he would punish them by invoking the delinquency laws. "You are losing some money," the judge warned, "but because of your negligence we are losing our boys and girls, and this must definitely be stopped!"

In another jurisdiction the court sentenced a youthful check forger; then ordered the boy's parents brought to the courtroom. After rebuking them he placed the father and mother on probation until such time as it could be proven that they were capable of raising their son properly.

Is there a cure for this type of delinquency? Definitely! It is the same as curing some evil disease. Remove the cause and the patient recovers. Take away the opportunity to commit crime and there can be no crime. That was and is the basis of the Secret Service. "KNOW YOUR MONEY" campaign to prevent losses by victims of counterfeit money. Begun in a small way in 1937, the

"KNOW YOUR MONEY" campaign quickly gathered momentum and swept across the country into the banks, stores, schools and homes of the nation. Americans were shown how to detect phony bills and coins and how counterfeit-passers operated, thus learning how to avoid bad-money losses. By the end of 1944 losses by victims of bogus bills had dropped from nearly a million dollars a year to less than twenty-thousand!

Because the "KNOW YOUR MONEY" campaign was successful the Secret Service opened fire on the forger of government checks, using similar weapons, in a "KNOW YOUR ENDORSER" campaign. With the encouragement of Secretary of the Treasury Henry Morgenthau, Jr., the Secret Service has enlisted the help of state, county and municipal police departments, sheriffs, newspapers, magazines, banks and radio stations to warn the potential victims of check thieves and forgers to be on the alert. This Crime Prevention program has had a marked effect in reducing the number of Government checks forged in comparison with the increasing numbers of checks issued. Briefly, the "KNOW YOUR ENDORSER" campaign appeals to the persons who receive government checks by mail, and to those who cash them. If the soldiers' or sailors' dependents, the farmers, the old-age pensioners and others who receive checks would be on hand to get them when they are due, it would be impossible for the checks to be stolen from letter boxes. And even if the checks should be stolen they must be forged before they can be turned into cash. Thus the forger must find a gullible merchant--a sucker--as his victim. That is why the Secret Service warns retailers to "KNOW YOUR ENDORSER--REQUIRE IDENTIFICATION!" If the merchant takes

reasonable care he will protect himself and perhaps at the same time nip a youthful criminal career in the bud.

How can he take reasonable care? It's easy. Before a retailer cashes any check for a stranger he should insist upon proper identification of the stranger as the rightful owner of the check. Let the wise merchant ask himself this question when he is asked to cash a check: "IF THIS CHECK IS RETURNED AS A FORGERY, CAN I LOCATE THE FORGER AND RECOVER MY LOSS?"

Of the 1,847 persons arrested by the Secret Service for check theft and forgery during the calendar year 1944, 773 were under 21 years old! In other words, 41.8 per cent--nearly half--of the forgery offenders taken into custody during that period were minors. That is a big percentage. Merchants who

cash the checks for these youths could have prevented their arrest if they had not been careless. The situation is serious, and it needs serious attention by all law-enforcement agencies.

The Secret Service is primarily concerned with suppressing the forgery and fraudulent negotiation of government checks. Police departments are equally concerned with suppressing the forgery of commercial and private checks. Today, juveniles are invading the forgery field in increasing numbers, and in seeking co-operation of the police and the people in its Crime Prevention program, the U. S. Secret Service pushes ahead with the sound philosophy that it's far better through the use of care to keep a good boy good than it is through careless business practice to help make a good boy bad.

CONNECTICUT SNAKES ARE ALL HARMLESS EXCEPT 2

(Herald Tribune)

There are two varieties of poisonous snakes in Connecticut. The rattlesnake and the copperhead. If it's not a rattlesnake, and if it's not a copperhead, it's not dangerous. And these two have unmistakable markings. Once seen, they'll never be forgotten.

The rattler one can dismiss with few words. It is dangerous, and, if seen, one should kill it. If it's full grown, it'll be between three and four feet long, chunky, with a series of buttons or rattles on its tail. Its color will range from the yellowish and banded female to the darker, sometimes almost black, with faint bands, of the male. It'll try to get away if it can and probably you will never see one. It lives among the rocky

hills and woods of the back country, writes Floyd Pattee, in "The Hartford Courant." I've hiked for many weary mile looking for a specimen without ever so much as hearing a rattle. If one should have occasion to camp or picnic in country known as rattler country, one should be careful where one sits and carry a long stick. And, if possible, one should wear knee-length leather boots.

The copperhead is quite common. I remember one place in my home town of Wallingford -- we called it Tamarac Ledge, out by Muddy River--where I could always count on capturing a copperhead or two, basking in the morning sun on the rocks overlooking a thick and forbidding swamp.

The copperhead's color is just what its name implies. It's pinkish, brownish, coppery, with darker brown, hourglass-shaped markings.



The Department's First "Gypsy Patrol"



During a recent house cleaning at Westbrook Barracks the print reproduced above was found. It has been identified as a photo of the department's first "Gypsy Patrol" and is believed to have been taken in 1925.

Major Kelly, Capt. Carroll and Capt. Urquhart together identified 10 of the 14 men. Can you identify the four unknowns? Identifications were made as follows: (left to right), 1st Sgt. Willard Bushy, Officers Joe Kaminsky, William Kirschner, Merrill Keith, Burns, Henry Palau, Unknown, Edward Streaman, Unknown, Unknown, Unknown, Leonard Comstock, Edward Stephens and Scully.

LAST RITES



The above photo, entered by Lieut. Carroll E. Shaw, Commanding Officer of the Westbrook Barracks, won Honorable Mention in the Dramatic or Human Interest class of the Fourth Police Photography Contest conducted by the Northwestern University Traffic Institute, Evanston, Ill.

MULCAHY DUE TO START
NEW DUTIES TODAY

State Police Captain To Have
Charge of Eastern Division

(New Haven Register)

The promotion of State Police Lt. Leo Mulcahy to the rank of captain effective June 16 was announced earlier in Hartford by State Police Comsr. Edward J. Hickey.

In his new rank, which was ordered following competitive examinations in which he was a leader, Captain Mulcahy will have charge of the State Police Department's Eastern Division and will supervise the administration of stations at Westbrook, Colchester, Stafford Springs, Danielson and Groton.

One of the most widely known members of the state police unit, Mulcahy entered the department in November, 1930 and was assigned to the Beacon Falls Barracks. During the closing days of the prohibition era he patrolled the Boston Post Road in this area and was instrumental in the capture of many a load of contraband.

Attended FBI School

In 1935 he was sent to the first session of the Federal Bureau of Investigation's National Police School, and after graduating he was assigned as an assistant at the Ridgefield training school of the state patrols.

Following his return from the National Police School he became increasingly active as an investigator for the State Police Department and assisted in the solving of several murder cases as well as in bringing the participants in other criminal ventures to trial.

Since then also he has served in varying capacities as the pub-

lic relations officer of the State Police Department, as director of the State Police Academy, as a liaison officer between the state and federal defense agencies in the war years, as commanding officer of the 2,300-man State Police Auxiliary Unit, and as a representative of Police Commissioner Hickey at many meetings and conferences. He has lectured to police school classes in this city and in Hartford, and has been a prominent member of the legislative committee of the Connecticut Police Chiefs Association.

Evanston, Ill., June 16 -- State Policeman Vernon C. Gedney of the Connecticut State Police delivered the valedictory address at the graduation exercises for the 29 police officers attending the Northwestern University Traffic Institute's spring course in traffic police administration which was held June 18 and 19 here. The class, which included Connecticut State Policemen Edward J. Dooling and Arthur H. Kimball and Patrolman John M. Matcheski of Meriden, Conn., received certificates in traffic police administration.

Congratulations, "Vern".

Vox-Cop

STATION "D" DANIELSON

On the night of May 3, 1946, four thieves from Massachusetts decided to invade northeastern Connecticut for pecuniary gain. Unsuccessful in a break at the Dayville Grain Company office, they proceeded to the Deary Brothers Ice Cream Plant at Putnam where they obtained \$145.00. Going to North Grosvenordale, they forced entrance into the

Faucher's Bakery where they made off with a tin dispatch box containing \$305.00 in cash and \$4,927.25 in checks. Assigned to this case, Off. Robert O'Grady not only solved these breaks but assisted Massachusetts authorities in cleaning up several cases there. At the present time Ernest Benoit and Michael Bujnowski are languishing in the Windham County Jail, pending trial in Superior Court. John Lucan and Arthur Tetreault are being held for presentation in Worcester, Massachusetts on four counts of Burglary, one being a safe job. Good work, Bob! We hope this and other recently solved cases will tend to discourage our northern neighbors from coming into our territory.

Officer Norman E. Winslow has rejoined the force at Station "D". Norm was the last of the officer personnel formerly assigned here to be released from the Army. The last in service is Dispatcher Maurice Gallichant, whom we have not heard from for some time, the last time being when he was in Manchester, England.

Vacationing is in the air. Joe Donovan planned to go to New Orleans, La., to meet a couple of friends he met in the service. Joe "Palooka" Zurowski is talking about "the ones he threw back" and "the big one" he hopes to catch when he goes on a deep sea fishing trip the next time. Bob Brown has two pup tents left over from the war and he hopes he can persuade the missus to go on a camping trip near Canada. Powell talks about flying somewhere in the new BT-13 that has just been added to the Plainfield Airport equipment. Johnson is all for motoring in northern New York, Vermont, and New Hampshire.

Sue Kenyon has taken her swim suit out of mothballs, and with daughter Jean planning to work in Providence this summer, Sue will have to exercise Jean's saddle horse.

Regretfully we have to say that Officer Henry Marikle has had to return to the Lawrence Memorial Hospital in New London for further treatment. Officer Robert O'Grady, another New Londonite and classmate of "The Greek", has been assigned temporarily to take over Jewett City Resident Officer territory. We hope that Henry will soon be his old self and back on the job again.

Danielson Special Reporter

STATION H, HARTFORD

Let's start off this time by giving a vote of thanks to the culinary artists at Station H for their willing cooperation during the early days of NBP strike in West Hartford, when they came in and opened up at 4:00 A. M. in order that we might have "coffee and" before going out on the detail. Emanuel Zervos, head man, Leo Wade, Julius Durand, and Walter Grable all yawned and stretched early but kept right on smiling while they put it out. Thanks, fellows.

While on the subject, Pete Dzialo our handy man, donned a white apron and accompanied the rolling kitchen out to West Hartford to help out, and then had to work extra to keep the barracks up but he says he doesn't mind as long as he makes that Signal 15 at Fitzgerald's. Thanks to you, Pete.

One morning at breakfast not so long ago the news broke on our

VOX-COP

PAGE 4

JUNE 1946

Good Brother Salvatore Esposito, in the form a pictorial proof that he has been hiding his past. Det. Sgt. Pastore brought in the proof that "Sal" should now be called "Cowboy Sal" picture had him in Chaps and all. Hi-O Salvatore.

We welcome back to the "Happy Family" at station H, Sergeant William Gruber -- Bill will slide right in the swing of things at H and be of great help to us.

Off. Philip Massicotte comes in for special notice with regard to the swell job he has turned in. A report of man being found in the room of the house mother at the Cripple Children's Home, and who was scared off, after he had been found attempting to ransack the room, was received and about the only information that Phil could obtain from the house mother. Subsequent to this report it immediately came to light that several other attempts to ransack rooms at the Home had been made. Massicotte looked things over very carefully and found that entrance had been made through a window leading out to a small verandah. He also noted that the paint on the woodwork of the bannister was dried out and that white dust came off when rubbed on clothing.

He then checked over the list of employees and found several likely suspects, and began checking them. One failed to answer correctly and seemed to be hiding something in his answers, however no amount of questioning could bring out any proof of guilt. Phil, however, searched the area thoroughly and found a pair of dark pants, very carefully hidden which bore smudges of the paint dust. From here on the case began to break. Good luck, Phil - perseverance sure does it!

It seems quite apropos while handing out orchids etc., to hand one to the Commanding Officer at Station H., Lt. Irving T. Schubert. The Lieutenant, while maintaining his outward calm, cool, and collected appearance, still doesn't miss a trick and is always on hand to counsel and aid anyone of us with his sage advice and help. This certainly shows up in the results obtained. The old "Happy Family" title that one station was wont to brag about is something that we at Hartford now claim.

Larson and Mercier are making a special investigation, it is hinted, into the operations of the vain person who has been using their extra special shoe polish, and leaving them with the empty can. It's going to be a tough job for them to find the culprit as everyone seems to be shining up special these days.

Sgt. McAuliffe came in on the tail end of a discussion of that outstanding haircut of EM ER GENCY Ehlert's the other morning and misconstrued same a bit in his reply. Better watch out Sarg, they say traveling is rather tough on the constitoo-tion.

Lucky
"H" Correspondent

STATION "I" BETHANY

Middlebury -- Nine hours after state police at Bethany barracks received a report of a robbery at the Middlebury Yacht Club, Ernest Travers, 21, was arrested by State Policeman Anton Nelson and New York City detectives in the Grand Central station, New York.

Sgt. Jesse Foley said the report showed \$250 in cash and a valuable watch were stolen from the club.

Nelson worked fast and learned that Travers was in New York. He contacted New York police and the arrest followed. Some of the money and the watch were recovered. Travers has waived extradition and was returned to Bethany.

That a boy Anton - "Get 'em while hot".

STATION "K" COLCHESTER

In March, 1946 something new was added to the Safety Program when an Essay Contest was introduced to the students of the Lebanon Elementary School, Lebanon.

The students of this school range in age from six to sixteen years.

This essay was introduced after a request had been received from Leighton B. Gough, principal, for an officer to give a brief talk on Safety in use of the highways.

A brief talk on this subject was given by Capt. Ralph Buckley and Lieut. A. E. Rivers and then the contest was introduced. It proved to be a great success and served a two-fold purpose in that it made the students safety-conscious and police-conscious, thereby creating a feeling of friendliness for police officers.

The pupils of the seventh grade won this contest and as a reward they were invited to attend a party at this station on Friday, May 10, 1946, which included a tour of the station with an explanation of the teletype and radio system of communications, as well as our method of identification of criminals.

The invited guests for this

occasion were Mr. Russell Tryon of the Governor's Safety Commission, Dr. Charles Prohaska of the Department of Education, and Inspector Gerard Neefus of the State Motor Vehicle Department.

After the tour of the station, during which the students gave serious attention to an explanation of a serious highway accident involving a badly damaged bicycle which had been ridden by a youth who was killed, the students attended a presentation of movies shown in our shooting range by Inspector Neefus. Then a group picture of the class was taken during the presentation of the award to the winning class by Mr. Russell Tryon.

The students were then served ice cream and cookies to top off a very much enjoyed party.

The students before leaving this station expressed their appreciation by inviting Lieutenant Rivers to act as umpire at their ball games, and all stated the party would be the topic of discussion for at least a week.

The officers and other personnel of Station K regret hearing that their brother officer, Henry J. Marikle, whom they had believed to be on the road to recovery, has taken a turn requiring him to go to the Lahey Clinic at Boston. A speedy recovery for this hard-working and swell fellow is the earnest wish of all.

We hear good news from our Officer Donohue, Robert that is. He sezs Jerry is back at her desk again at Station E, Yup. (You forgot to put down "Chef off".)

Speaking of Vermont and other places, we no longer have any interest in California, since the good Lieutenant Mayo brought our Officer McDonald back to us, and the other two who came back with

them are now marking time in Wethersfield.

Our Officer James Duane has joined the "Club". He, too, walked away from a two-point landing, in Windham's quiet countryside. No, he was not chasing the red truck - 'twas a speeding Plymouth.

Why did William ("Butch") Conlon and Charlie Sedar get the close cropped hair cut? Just to save money, we hope - there can't be any other reason that we can think of after viewing the results.

Congratulations to Sergeant Leighton on his recent promotion and, of course, on his transfer to the "BUSY K". We are sure our good will policy will grow on him the same as it did on Sergeant Dygert and Officer Andreoli who were transferred back to their happy hunting grounds, Station E.

The best of luck for continued success, Sergeant!

Station "K" Scores Again

On April 19, 1946, Mr. William Burke, of Marlborough, called this station and reported the theft of his car. The report was received at 2:14 P.M. and at 2:24 P.M. Officer Lundgren reported via radio that he had recovered the car and the thief. The rest, just routine.

Memorial Day breakfast was not to be just a meal but rather a memorable one befitting the day for Private Albert Maderos, of Plymouth, Mass., so he took the nearest mode of transportation, a heavy duty White Tractor and left Boston in search of a suitable spot to celebrate so solemn an occasion. His steps or rather the wheels naturally headed for

the "Garden Spot" of New England -- Colchester -- where he had his breakfast at a cozy fire-lit diner then boarded his steed, which likewise was AWOL from Boston.

Officers Fersch & O'Brien glowing, we think, with anticipation of a busy holiday, observed the big steed (which was red in color for the memorable occasion) traveling through the center of the Garden Spot and being suspicious officers they doubted that the transportation situation had become so acute that a G.I. should travel thusly. In order to still their troubled minds they began an investigation which proved that the said steed was in fact a stolen steed, and the second such steed of this size that this G.I. had stolen.

Arrangements were made for a different type of transportation to enable this G.I. to return to the "City of Culture", and this was readily furnished by Detectives Rush & Sexton of the Boston C.D.I., who also, we are informed, arranged a court presentation.

We take 'em all sizes and from any point.

"Busy" "K" Ranch.

'CORPSE' COMES TO LIFE

The Dalles, Ore. -- (UP) -- A police officer thought he had a suicide on his hands when he looked into a car window and spied a body, a gun and a red blotch on the upholstery. When the officer tried to open the door, his "corpse" came to life. The man was a prison guard. He removed his gun to relax and had fallen asleep, and knocked over a jar of strawberry jam.

Code of Honor
of the
Connecticut State Police

* * *

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

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

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

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

"I will help those in danger or distress, and at all times conduct myself so as to uphold the honor of the Department."