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EDWARD J. HICKEY
Commissioner

MAY 1947

GENERAL STILWELL'S FAREWELL

(The following is the farewell message of the late Gen. Joseph Stilwell to the Tenth Army. The editors believe that it is not only an outstanding speech, but that it has a special significance for the coming Memorial season.)

Now that you are on the way back to the farm, the shop, the desk, or the mine, or soon will be, listen to a few words from an old brass hat who has watched the generations pass by. You are not required to listen any more; nobody can call you to attention; you are free from red tape, discipline, censorship, and restrictions; the wraps are off you at last. But give me a chance to speak to you briefly with the wraps off me, too. Even brass hats are tied up in red tape, and sometimes they don't like it any better than you do.

My great regret is that I can't expect to go along with your generation very much longer. I have seen how you respond in a crisis, and it is okay. I have heard you cuss and gripe, and that's normal and proper. You can take it on the nose, and you can dish it out, with interest. You have made the grade, as soldiers, sailors, and marines, and you can have my shirt any time you need it.

When you get home, they will make a fuss over you. They will be shouting, "Welcome home, heroes," "The thanks of America," etc. How you will squirm and wish you could get down to Clancy's with the boys! All you can do is sweat it out, make your speech, and be thankful that it doesn't last very long.

The home folks think a lot of you and they will only be trying to show their appreciation. You want your own people and your own community to feel that you made good, anyway. They never doubted that you would; it was only you who had any qualms about it. And here is where you cash in; you have been through the mill, you have stood the gaff, and you have the satisfaction of accomplishment that nothing can buy. That is the real reward of your service. From now on you can live with yourself, without regrets.

But unless I read you wrong, you will not think your work as Americans is all done because the war is over. In the face of aggression, we got together and submerged all our little differences. In the big issues, everybody came through. You did not hesitate to go forward and pull a buddy out of machine-gun fire at the risk of your own neck. And it didn't count that you were maybe a college

graduate and he never got beyond the eighth grade, because you know he'd have done as much for you. You wouldn't know, except incidentally, who were Protestants, Catholics, or Jews in your company, who were union and who were non-union. It wouldn't have made any difference anyway.

The war has proved the essential cohesion of America. If the Germans and the Japs had looked us over carefully, and had had the brains to evaluate what they saw, they would never have been crazy enough to try to pull us down. If we can lick a problem such as this war has been, are we going to let the comparatively minor problems of peace bother us? Why, if we put the same effort on solving our domestic problems that we have put on licking the Germans and the Japs, we could make over the United States of America the way we'd like to have it.

It is too much to expect that we should continue the same pace when the urge is gone, but 11,000,000 exservicemen can have a lot to say about what we will do. I am sure of one thing--you like the way America is headed, or you wouldn't have put up such a fight for it.

Maybe in the near future your machine gunner will make a million dollars and you will run a filling station. What the hell. It may be that you will make the million and the gunner will run the filling station. That's America--everybody on his feet, and nobody on his knees.

One more thing before I stop talking. You have left your outfit and exchanged the bugle for the alarm clock, but you will never be alone again. There are 11,000,000 men now who belong to the same club you do, who have had similar experiences. You have, all of you, seen a lot of a world and can better appreciate what we've got in the United States of America. Because I have faith in the outlook and ideals of your generation, I should like to live long enough to see what you do with your opportunities. But though it is a fine day in the morning for you, it is getting late in the afternoon for me.

Good luck, soldier. I am proud to have known you.

(Reprinted from THE SPEAKERS LIBRARY)

In Reply
Refer To:

NB7/P15 (K)

U. S. NAVAL SUBMARINE BASE
NEW LONDON, CONNECTICUT

Serial

1319

6 May 1947.

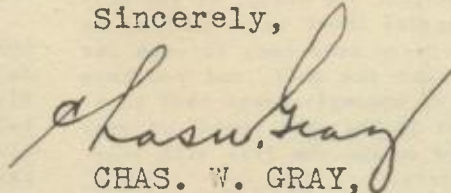
Col. Edward J. Hickey
Commissioner
State Police
Hartford, Connecticut

My dear Commissioner:

It is a personal pleasure to me to forward the enclosed Certificate of Appreciation from the Chief of the Bureau of Naval Personnel. The Connecticut State Police, whom you command, have been always tolerant of our men and I feel that this certificate expresses our appreciation to them all.


With kindest personal regards.

Sincerely,



CHAS. W. GRAY,
Captain, U.S. Navy,
Commanding.

Yankee BY THE Clipper



VOX-COP

May, 1947

Things Hoover Fears

By Frank Tripp

"It is the claim of Communists themselves that for every party member there are ten others ready, willing and able to do the party's work. These are the people who infiltrate and corrupt various spheres of American life."

That was J. Edgar Hoover talking, in his report to the House un-American Activities Committee. He continues:

"So rather than the size of the Communist party the way to weigh its true importance is by testing its influence, its ability to infiltrate.

"The size of the party is relatively unimportant because of the enthusiasm and iron-clad discipline under which they operate . . . In 1917 when the Communists overthrew the Russian government there was one Communist for every 2,277 persons in Russia. In the United States today there is one Communist for every 1,814 persons in the country."

What do you think of that, you who take Communism lightly?

These are times when every American who hopes to pass his way of life on to his children must be alert, militant and fearless. No day in our history was more critical than today. If we are not careful, suddenly of a morning we could awake with our government overthrown and our institutions in the hands of crafty plotters who are about us today. That is the way it sud-

denly and unexpectedly happened in Russia. That is the way it happened in Germany, once the seed of Hitler's hate and unkept promises had fooled the people.

Read your history. Learn that murder, poverty, subjugation and ruin attended the Russian revolution. That all of the Russian people came out of it penniless, bewildered, hopeless slaves of a ruthless state, if they lived at all. You know what happened to Germany. That should be too recent to forget.

Those who seek to overthrow America are the same people who destroyed Russia, are guided by the same German Marxism and worship the same Russian Lenin. Under them and the American traitors who enlist in or sneakily help their cause, no American would own a home, a farm, a horse, an automobile, a life insurance policy, a union, a job, nor would he even have a church, nor control the religious teaching of his children or how they should be educated and brought up. Let's hear some more from Hoover, the man who knows most about this destroyer in our midst. He says:

"I confess a real apprehension so long as Communists are able to secure ministers of the gospel to promote their evil work and espouse a cause which is alien to the religion of Christ and Judaism . . . so long as school boards and parents tolerate conditions whereby Communists and

fellow-travelers under the guise of academic freedom can teach our youth ways of life that eventually will destroy the sanctity of the home, that undermine faith in God . . . I do fear so long as American labor groups are infiltrated dominated or saturated with the virus of Communism. I do fear the palliation and weasel worded gestures against Communism indulged in by some of our labor leaders who should know better but who have become pawns in the hands of sinister but astute manipulators of the Communist cause. I fear for ignorance on the part of all our people who may take the poisonous pills of Communist propoganda.

"An oldtime Communist, disillusioned, disgusted and frightened, came to us with his story and concluded: 'God help America or any country if the Communist party ever gets strong enough to control labor and politics. God help us all.'

"The Communists have been, still are and always will be a menace to freedom, to democratic ideals, to worship of God and to America's way of life."

That was the head of your Federal Bureau of Investigation, FBI, speaking. Will you heed him?

--(Hartford Times)

To the Editor of The Republican:

I notice that a man named Harold C. Bailey has written to you about being called a lawyer. He must have been offended. That's too bad. Who is he, anyhow?

There used to be a lawyer in my home town that liked to be called a lawyer. Everybody called him Lawyer Brown. (His name wasn't really Brown, though)

When he called people on the telephone, he said this is Lawyer Brown talking. (Only he used his real name). Everybody knew he was a lawyer, and he never seemed to be ashamed of it.

He was supposed to be one of the best experts at torts in the state and made quite a reputation for himself. Some people said he was making quite a fortune for himself, too. He was a man, though. Always put a quarter in the poor box when he went to church.

One summer he had an accident, though. He got hurt by a falling jug out in his barn and it hit him on the head, people said. He began to think he wasn't a lawyer any more. And he would forget what he was doing when he was supposed to be getting his clients out of trouble with Judge S.

After a few years he didn't go to his law office any more, and told everybody he had been something else all his life. Sometimes he told people he had been a blacksmith. Sometimes he used to say he had been a postmaster but he had gotten fired because he always read other people's postcards. He used to get mad as anything if you called him Lawyer (what his name was). He used to be real insulted. I want to die an honest man, he would say. One time one of the Root boys, I forget which one, called him a lawyer and he hit the Root boy with a bush hook. They took Lawyer B. off to the dotty house after that. He was an honest man when he died, they say.

Maybe that's the kind of a fellow this Bailey fellow is. Honesty is always the best policy, I always say.

Yours very truly

CURIOUS
Harwinton

HIJACKING UNLIMITED

By George Weinstein

Smother and smarter than ever before, the gangs preying on America's truckers have put their business on a boom basis.

"What a gang of workers you've got there! Two hours past quitting time and they're still going like beavers! Must be an extra special job."

"Yeh, the Army wants this stuff in a hurry. Gotta get it reloaded and into New York by morning."

Even the foreman seemed too busy to talk much. The night watchman stood by admiringly. This was the way men used to work when he was in the trucking business...Oh, well, he'd better get off the loading platform and continue his rounds. You had to be checking all the time these days.

Yes, you had, he found out next morning. For those beavers turned out to be hijackers. "Casing" the job at this truck terminal, the gang learned that the large trailer with the Army cargo would arrive too near midnight to be unloaded by the regular crew.

And so the gang appeared on the platform at 12:30 and became the "night shift" working "overtime." They then calmly proceeded to unload the trailer into two trucks they had brought along. When they drove off a few hours later they had a good night's pay for "overtime"--\$49,000 worth of scarce woolens.

Hijacking has come a long way since Prohibition, when tommy guns blazed away as rival gangs snatched each other's truckloads of needled beer and bathtub gin. Today's hijackers are smother and smarter. They brandish a gun occasionally, but try to keep the

rough stuff down to a minimum because it is too dangerous.

Careful "casing," or reconnoitering, usually eliminates gunplay. On a regular truck run from Wilmington to New York City, one mob noticed that the driver always stopped for coffee along the road. When the shipment of textiles they were looking for came through, they tailed it until the driver made his stop--this time right in Manhattan. As soon as he stepped into the diner one of the mob took the wheel of the truck and drove off.

Slick operations like these have put the hijacking business on a boom basis. The take in 1945 was \$25,000,000, mostly in scarce merchandise. By the time, the stuff reached the consumer it had probably been pyramided into double that figure. And the take last year was even greater.

During the war, when rubber and silk supplies from the Orient were cut off, these two commodities became prime targets. When sugar was rationed in 1942, hijackers went after it like flies. A favorite ambush spot was upper New York City, where gangs lay in wait for loads coming down from a refinery in near-by Yonkers. Many loads were hijacked to moonshiners, who use sugar to turn out a potent alcohol known as "sugarhead."

It was the same with coffee. Piers, warehouses and even retail stores were almost blockaded by hijackers waiting to pounce upon truck bearing the aromatic bean. Finally the FBI took a hand. One gang had a sad experience with a 12-ton load snatched from a chain store truck and hidden in a garage "drop" until things cooled off. When the neighbors began to sniff suspiciously, the FBI closed in.

As shoes, nylons, woolens, textiles, suits and shirts, meat

and butter each in turn became scarce, they moved up as starred items on hijackers' lists. Liquor and cigarettes have always been favorites because of their high value--up to \$50,000 a truckload. But fur cargoes, sometimes carrying coats worth \$5,000 apiece, are the prize snatch of all.

A shipment valued at \$400,000 was recently transported with a virtual regiment of guards as convoy. No one connected with the shipment--owners, truckmen, insurance companies--felt easy until it reached its destination. Furriers now have available a central registration and identification service which they hope will make stolen furs difficult to get rid of. This commercial service, known as Safurage, was established about a year ago by the International Registry, Inc., of Newark, N. J.

The receiver of stolen goods--the "fence"--is the backbone of the racket. He may be a jobber who accepts orders for any kind of merchandise and then commissions a hijacker to get it for him. Or he may be a crooked businessman or manufacturer who buys direct from the gang.

Last year, a New York pajama manufacturer who worked this way was doing very well--until he got himself tangled up in white thread. A truck containing 500 cones of thread had been stolen on order for him. Police, patrolling the neighborhood in which the abandoned truck had been found, ran into a curious game which helped to break the case.

As a squad car moved along a downtown street, officers noticed children pulling white thread through a crack in the garage door and stretching it across the street. The object of the game was to have passing cars break the thread.

After each break-through the children gleefully set the trap again for the next car. By noon the children had had enough, but the police decided to stay on. Soon, two men drove up with a truck, unlocked the garage and loaded the thread. Then they drove off, followed by the squad car. The trail led to a pajama factory, where all hands were nabbed.

A Philadelphia gang, commissioned to get gabardine for a manufacturer of ladies' suits, knew just where to find it. They drove into a parking lot, ignored five large trailers and hooked their own truck onto a smaller vehicle. This was the one they were looking for--a \$25,000 load of gabardine. The cloth, bleached and dyed, turned up in New York on some fine ladies' suits, which eventually led to the gang's arrest.

The "casing" of a job follows a regular pattern. A truck, for example, is scheduled to leave Baltimore for New York. The Baltimore agent of the gang learns the starting time and phones it to New York, where the gang can calculate whether the truck will arrive too late to be unloaded that day by company employees. If so, the decks are cleared. The agent tails the truck all the way and notes where it is parked. The gang does the rest.

One morning last fall a truck from Boston pulled into Paterson, New Jersey at 3:15 a.m. The sleepy driver parked in front of the company office and piled out for some much-needed rest, forgetting to remove the ignition key. When he returned at 7:30, the \$75,000 load of textiles was gone.

Because high prices and continuing scarcities make almost any truckload a good haul these days, some small-time hijackers

are adopting the simple technique of cruising around in search of easy pickings--any truck parked for the night. As a result strange items have been hijacked lately--vacuum cleaners, eggs, tablecloths, tomatoes, furniture, bedjackets, cherries, house slippers and Sinatra records.

Of course, there are still plenty of strong-arm jobs, but these are usually staged with such precision that gunplay rarely takes place. As a large truck stops for a red light at a busy Jersey City intersection, a car pulls alongside. Three men jump out, point guns at the driver, order him into the car. One of the men then takes the truck and drives off with \$40,000 worth of cigarettes. In the car the truck driver is blindfolded, driven around for several hours and then let out, unharmed, at a lonely rural spot. By this time the truck had been unloaded or taken to a "drop."

In addition to "casing" a job, hijackers use insiders such as drivers, shipping clerks and loaders to secure advance information. Sometimes the "finger man" assists in the actual crime.

In the summer of 1945, the owner of a New York pool hall propositioned one of his customers, a driver who hauled valuable cargoes. Why couldn't a load of jewelry and furs be hijacked? The driver agreed and a deal was made.

Next day the driver delivered a \$70,000 cargo to the poolhall owner and a few helpers. He was then taken to a near-by tenement and bound hand and foot--but not too tightly. Later in the day he "escaped" and reported to his office with a well-rehearsed story. The FBI checked the story closely and didn't like it. They also checked his record and didn't like that either. After two

days' questioning they got the real story.

Ninety-eight per cent of all hijackings occur in and around metropolitan areas, where most of the country's truck traffic converges. While every large city has its share, New York, Philadelphia, Chicago, Boston and Los Angeles are the centers. New York sometimes has two or three a day, while Philadelphia reported 35 in one month. Police there have recognized the work of at least eight separate gangs.

Not long ago the FBI cleaned up the largest, whose 31 members had stolen more than \$1,000,000 in a territory extending from Boston to Baltimore to Chicago. This mob maintained a chain of fake companies, garages and business houses as "fronts." The FBI steps in only when interstate shipments or government property are involved. But the G-men are becoming increasingly concerned with the crimes that follow in the wake of hijacking--bootlegging, kidnaping, counterfeiting and murder.

Police, trucking lines and insurance companies are fighting the gangs with streamlined methods. Connecticut State Police recently used a helicopter to track down a hijacker. New York City Police now have special squads patrolling terminal areas. In Chicago, American Trucking Association has equipped member trucks with two-way radios. Insurance companies are beginning to insist on burglar alarms for trucks.

The alarm device was invented by a jewelry salesman after two of his cars carrying samples had been hijacked. A siren which can be heard for half a mile goes off if someone tampers with doors windows, truck or ignition of the car.

But all these efforts are

only a beginning. Growing numbers of hijacking gangs stand ready to pounce upon the unwary, the careless and the stupid among the 2,000,000 truckers who roll over the nation's roads and streets every day. It will take increasing vigilance and resourcefulness to clip the wings of these vultures--and clip them permanently.--(Coronet)

TRAIN VICTIM IDENTIFIED
AS DOG LEADS WAY HOME

Brockton, Mass., (AP)--A German shepherd dog, found sitting beside the mangled body of a man killed by an early morning train, led police to the victim's home today and enabled officers to identify him as Walter Krasnoski, sixty, a choreman in the Montello freight yards.

When police reached the scene, they found the dog beside the body. As they moved up, the dog ambled off to a near-by bridge and stood looking down at the scene. An officer started after him, figuring that if the animal wore a collar tag it might help identify the victim.

Each time the officer approached, the dog moved away. Eventually it retreated 600 yards to the porch of a home in the Montello section, not far from the tracks.

As the policeman came up, a woman opened the door, and when the patrolman inquired whether she knew the dog, she replied, "That dog goes to work every morning with my husband."

She was Mrs. Krasnoski.

In Jersey City, one Thomas unwisely reported the theft of his car to police, who discovered that it had been stolen once before--by Thomas.

CHRONICLE AND COMMENT

While on the subject of the Police, it must be stated positively that there is never any justification for resistance to a Police officer. It doesn't matter who the Policeman is, personally, it is the principle that matters. Organized society fails, in part, when things like this occur, because society depends upon control and supervision in certain aspects of life. If a Cop abuses you, unlawfully arrests you, or does anything else wrong, the Courts are open for your protection. Nor is the personality of any Police officer involved in any of these considerations. It doesn't matter whether a Police officer is undiplomatic. The Courts are open to all accused, all arrested, and all who are wronged.

--(Thompsonville Press)

FBI SCHOOL MUFFS
ITS FIRST LESSON

Suffolk, Va., -- (AP) -- Jack Bernstein, city editor of the Suffolk News Herald, reported today that the press was barred from the opening of the FBI-sponsored annual police school being conducted by local law enforcement authorities.

Subject of the school's first session was "Police Relations With the Press and Public."

Sign reported on a South Georgia farm: "Trespassers will be persekuted to full extent of 2 mungrel dogs which aint never been overly soshible and 1 dubbel barrelt shotgun which aint loaded with no sofy pillers. Dam, if I aint fed up with hel raisin on my proputy."

--(This Week)

We must think today of Our Children's Tomorrow

VOX-COP

May, 1947

IN THEIR FATHER'S FOOTSTEPS

By Lee A. Rademaker, M. D.
International Director

Life for children of early ages is usually one of imitation-imitation of an older brother or sister or of a parent. As their pattern of life unfolds, their behavior usually follows some precedent of other lives. Those who live most intimately with children are usually the ones most idolized and thus it is that parents usually present the behavior pattern for the child to follow.

When one realizes how closely these patterns are followed, it is no wonder that a father who curses and uses vile language about the house will find the same words on his son's tongue shortly after the toddler is able to talk. Again a parent who disregards the value of truth will soon find his son and daughter lying to him as naturally as if lying were normal behavior.

Thus in teaching good behavior respect for law and authority, parents must of necessity lay down a good example. Most of us break laws occasionally, traffic laws especially. But think of the example you are setting when you tell your children to "watch out for cops" and travel merrily down the highways at 80 or 90 miles per hour.

And again, as regards reli-

gion. I have so far in these articles deliberately avoided discussion of the value of religion in controlling and preventing delinquency. Surely parents cannot expect their children to attend Church and Sunday School, when they, themselves, stay in bed on Sunday morning! Here again example plays an important part. When children see that Church attendance means a great deal to their parents, they will follow the example!

Let us digress a moment from our topic to return to religion as a factor in preventing juvenile delinquency. It is one which is often neglected in these discussions, largely because the majority of our delinquents are found outside of church spheres. There can be no doubt that Church, Sunday School, and a good religious training in the fundamentals of the Golden Rule, the baseness and vileness of dishonesty and untruthfulness, are very valuable factors in raising good wholesome children. The only difficulty is that in attempting to extend the Church sphere to reach the near delinquents the result too often is to scare away the very persons we want to reach to prevent delinquency. Thus recreation in

Church is fine, but usually applies to the youngsters of the Church circle and not to the outsiders who are on the verge of becoming delinquents.

However, some sort of belief in God is present in all human beings. Bringing out a faith in His teachings is a real detriment to delinquency.

To return again to life by example, the parent often fails to hold the child's ideals for behavior pattern. Often as the child grows older his hero worship shifts to others. It may be a neighborhood policeman or fireman, it may be Lincoln or Washington, or it may be a successful business man, a doctor or a lawyer. These form a pattern for the adolescent to follow, yet, too often the pattern is an older boy who is a criminal or other misfit.

Here example works the wrong way and aids to produce delinquency. Here again, a real task exists--to debunk the criminal and his life. Movies, radio plays and cheap literature, have only too often in the past placed criminals and crime on a sort of quasi-pedestal. Many agencies are working on this problem. Even newspapers, in headlining crime, give it a sort of fame which causes a curious sort of attraction to a life of crime!

In a recent court session a Lion Judge had before him a group of juveniles guilty of crime. The father (also a Lion) of one boy was present. The Judge was nonplussed, and said:

"How does this happen, Henry? Surely you can do everything for your son. Why should he be involved in this crime?"

"I don't know, Judge. Certainly he has had every advantage."

The Judge turned to the son. "Son, why did you disgrace your

father and fall into such company?"

The son answered, "Yes, Judge, he gave me everything, he did everything for me, but he did nothing WITH me!"

And here is another real cause of trouble. The business man, involved with the game of life, working and saving money, striving for success so that his children may be educated and well raised too often lets his youngsters flit through his fingers because he does nothing with them. Making a pal of your children is not easy, especially if all your energies are devoted to business or profession and your evenings are filled with social obligations; yet one of the most important things in any parent's life is to know his children and lead them into growth with him--in hobbies, in work, in a day's fishing together. Here again his greatest contribution is the constant example he gives them of the value of living a good decent life and enjoying it.

In last month's LION Magazine Melvin Jones called attention to the need of an objective for our youth. The parent has the first and greatest chance to form that objective in the growing child's mind. We do not mean to say that the parent should by constant dinning make the child desire to follow a certain profession or trade; this, above all else, should be left for the child to decide at age of reason. But he should insist on teaching the value of good education, on impressing the child with an ambition to do good work and always to strive for the best and highest place.

Individual initiative, drive, and devotion to objectives has made many a famous and successful man; it is these factors that

have made our country great. These are the things that made a backwoods boy, born in a one room cabin, President of the United States of America. These are the things that make successful men arise from slums or mediocre surroundings. Encourage them in your own child, in your neighbor's child, in your Boy Scouts!

I do not intend to preach a sermon to ask you to live better lives. But examine your own conscience. Do you want your son and daughter to follow in your footsteps and to do things as you do? If not, think it over clearly. For in their youthful zest and enthusiasms, you are their hero and their example. Surely they will follow in your footsteps!

--(The Lion)

MALICIOUS DAMAGE OF STATE HIGHWAY SIGNS, RAILROAD PROPERTY AND PUBLIC UTILITY FACILITIES

It is incumbent upon police to extend every effort toward the prevention of damage or destruction of public highway signs, railroad crossing warning equipment and public utility power and communication cables.

Any person who exercises his powers of observation in the slightest degree has noticed the malicious or thoughtless damage to state road signs, railroad crossing signs and similar equipment. A percentage of so-called hunters derive some peculiar pleasure by the use of such signs as targets. Youths likewise practice stone throwing at the same targets. When it is realized that the replacement and repair of such material is an unwarranted expense to the citizens of the state, it becomes evident that prevention of these mali-

icious acts must be accomplished.

Public utility power and communication lines, although privately owned, are an integral factor in the health and safety of the people. It should be realized that a bullet fired into a cable may prevent the completion of a telephone call upon which a life depends; or, necessitate the repair of a "hot" power line, needlessly exposing a repairman to high voltage electricity. To minimize unnecessary damage and destruction and to conserve police effort for use in more vital activity, education of the public remains as the best solution.

Police officers in their contacts with school principals, civic associations, veterans' organizations, the clergy and the press should stress the importance of eliminating such types of damage. Policemen who are assigned to address groups can easily devote several minutes of their time to this important problem.

Frequent mention of this subject to the people must result in a conscious knowledge of the costs and results of damage to public property and will materially aid police in their efforts.

--(B.C.I. Bulletin)

TODAY'S BEST STORY

Murphysboro, Ill.,--(AP)--Police Chief Clarence Ward and Fire Chief Urba Hanson sympathized with each other because of embarrassing incidents.

While Chief Ward surveyed traffic, a light fingered passerby pilfered his blackjack from his hip pocket.

Chief Hanson, demonstrating a fire extinguisher to school, was showered with chemicals as a result of a corroded hose.

MAN WITH A SIX-GUN

Ours is still a young country-west of the Mississippi and down by the Rio Grande. Just how young it is Jeff D. Milton knew. He had helped to bring it up the hard way. Mr. Milton, aged eighty-five, died at his home in Tucson, Ariz., this week. He had joined the fabulous and efficient Texas Rangers when he was nineteen. From that time on he helped enforce law with a six-gun in what, in the middle '80s, was a raw and turbulent country where band thieves and cattle thieves rose and fell in profusion and mortality which even Hollywood had failed to reproduce adequately.

Jeff Milton, with a lethally acquired reputation of being one of the best shots along the border, followed his one-man, six-gun legalistic career in various jobs and places. He was a deputy sheriff in New Mexico. He hunted down--and hunted is the word--cattle rustlers for a stockman's association. He was chief of police in El Paso, Tex., and he was a Wells Fargo messenger when a bandit's bullet clipped away a section of bone in his arm.

Men like Jeff Milton lived as part of what has become some of our best-loved folklore. The great legendary figures have vanished, fading out above the dust-covered sagebrush and motor-filled streets of growing towns. It has long been sunset and twilight for the six-gun gods.

In a reminiscent mood of later years, Jeff Milton said: "I never shot an animal except for meat, and I never shot a man who didn't need killing." It was a record of fine and benevolent economy both in sportsmanship and law and order. And Jeff Milton, against an Arizona background

that his bullets had often punctured, died quietly in bed.

--(New London Day)

HE MADE FOLKS THINK

Starting as a prison guard at the age of 21, Lewis E. Lawes became one of the world's leading penologists. He had a gift for making people in general aware of the problems which are too often sealed from public attention by prison walls. There were some who thought he over-publicized the colorful and dramatic aspects of penology, but there are few who will dispute that the net result of his efforts was on the side of social gain.

Warden Lawes wrote and spoke tirelessly about the punishment of prisoners, the administration of prisons and the inefficacy of the death sentence. Though he was forced, in his official capacity, to participate in the execution of hundreds of men, he opposed the death penalty and had no faith in it as a preventive of crime. Reformation and conservation were the things which stirred his zeal and for these ends he never ceased to serve society.

For more than two decades he was warden of Sing Sing and during that time, as well as in the years since his retirement in 1941, he used his extraordinary abilities and energies to keep the public mindful of the basic factors in its treatment of the criminal. To thousands of our most friendless and hopeless ones he has been a friend and a source of hope. To thousands of thoughtless and forgetful persons outside of prison walls, he has been a forceful reminder that we are still far from ideal accomplishments in meeting the problems of crime and punishment.

APPRECIATION LETTERS

VOX-COP

May, 1947

THE AMERICAN LEGION
DEPARTMENT OF CONNECTICUT
STATE OFFICE BUILDING
HARTFORD, CONN.

DEPARTMENT COMMANDER

April 16, 1947

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

Dear Commissioner Hickey:

As State Commander of the American Legion, may I sincerely thank you for your splendid cooperation during the Connecticut Air Power Exhibition on Sunday, April 13. The men of your department under your guidance, did an outstanding job patrolling the highways and controlling the 30,000 spectators who jammed Bradley Field in Windsor Locks.

We are particularly grateful because you were of invaluable aid when we had to consult you on short notice to plan the event. You were largely responsible for developing the complete policing program-which led to a perfect safety record despite the huge attendance.

Again, I hope you will extend our thanks to all of the officers who worked so hard on a Sunday to properly protect the crowded highways and Field. If at any time in the future we, of the Legion, can be of service, please call upon us.

With best wishes,

Louis J. Chevallier
Louis J. Chevallier
Department Commander

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

CHARLES L. ALLEN
WATERBURY, CONNECTICUT

April 25, 1947

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

Dear Commissioner:

I have had occasion before to note favorably the State Police of Connecticut. I had another instance however, the other day, which I would like to draw to your attention and in doing so, express my appreciation.

While Mrs. Allen and I were driving to Providence during the snow storm of Monday, April 21, my car skidded on a hill in Brooklyn and after colliding with the adjacent high bank, turned over on its side. By some stroke of good fortune neither Mrs. Allen nor I were injured.

State Trooper John T. Murphy appeared on the scene as the result of a telephone call which Mrs. Allen made to our Connecticut Light and Power office and which was, I understand, relayed to your nearest barracks. Officer Murphy handled the necessary questioning and investigation in an impersonally efficient but unusually courteous manner and immediately on his arrival set flares above and below the overturned car, it being then about 6:30 P. M. and becoming dark.

I can hardly recommend skidding on an icy hillside as a good way to find out how efficiently the State Police function, but I must say that Officer Murphy's arrival on the scene and his prompt and capable handling of the problem offered an excellent demonstration of how your well selected and well trained personnel operates in an emergency.

Mrs. Allen and I have already expressed our thanks to our Connecticut Light and Power friends for their help and she wishes to join me in expressing to Officer Murphy our appreciation for his valuable assistance.

Sincerely yours,

C. J. Allen

STATE OF CONNECTICUT
DEVELOPMENT COMMISSION
State Office Building
Hartford, Conn.

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

Dear Ed:

Please let me express to you my very sincere thanks as well as the gratitude of the State Development Commission for all of your cooperation with respect to Pan American Week.

We certainly appreciate the transportation of our speakers and all of the other help.

It was fine of you to undertake the presentation of the many awards to the Boy Scouts on Saturday, April 12. I know the boys were really thrilled by having you do this job. My only regret concerning that program was that our radio time was too short to include this part of the ceremony in the broadcast.

Again many, many thanks for your assistance.

Sincerely yours,

Frederick P. Grimley, Director
International Division

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

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

My dear Commissioner Hickey:

May I take this opportunity to thank you and your very able policemen for the valuable assistance you rendered in helping us to locate the two valuable dogs owned by Mr. and Mrs. E. B. Powell of Roxbury.

The dogs are now at home and everybody is extremely happy. I want you to know that your men contributed to this end. This is just one of the many numerous kind acts to Connecticut citizens for which you and your department are noted.

Thanking you for your kind cooperation, I remain,

Very truly yours,

Edward P. Egan

THE AMERICAN LEGION
Department of Connecticut
State Office Building
Hartford, Conn.

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

Dear Commissioner Hickey:

Once again the Department of Connecticut, The American Legion is indebted to you and your department for the courtesies extended during the recent visit of National Commander Paul H. Griffith and the "Air Power is Peace Power" Conference held Friday, Saturday and Sunday, April 11, 12, and 13.

The splendid cooperation and

service given by Sergeant Albin Backiel and Officer Walter Perkins were greatly appreciated. The two men were always available and although they were kept busy until late hours, they were willing and courteous at all times.

Knowing how severely your department is taxed for man power, the Department is more than appreciative of your courtesies in allowing the use of two state cars and two drivers for three full days.

I would like to add my personal thanks and at the same time, offer the services of Legionnaires in the Department to you should the occasion arise where man-power is needed.

Sincerely yours,

LOUIS J. CHEVALLIER
Department Commander

W. J. HALLORAN TRUCKING CO.
ASPHALT PRODUCTS
303 CHAPMAN STREET
PROVIDENCE 5, R.I.

Connecticut State Police
Hartford, Connecticut

Att: Mr. Hickey

Gentlemen:

May we take this opportunity of thanking your organization for the splendid cooperation with our men in the recent movement of 150 Quonset Huts to the City of Stamford from the Rhode Island line.

The cooperation extended to us by your personnel was most courteous and helpful.

Very truly yours,

F. S. Eggleston
Traffic Manager

ARMED ROBBERY IN ENGLAND

Britain is in something of a dither these days over two recent shootings in connection with armed robberies. In both cases men were killed, and this is contrary to all English tradition as to the proper way to conduct a robbery--so much so that Scotland Yard, in an unprecedented appeal through the press, practically asked the London underworld to help round up these killers, believed to have been amateurs, and turn them over to the police. The anxiety over the situation is based in part, it appears, on the belief that English robbers hereafter may go armed, as they ply their trade--an unheard of situation, where even the police on their ordinary rounds do not carry firearms.

The Scotland Yard request for aid in arresting the robber-killers is the most curious part of the whole affair. Someone is giving the lawbreakers shelter; someone knows who they are and that they committed these crimes, the statement says. If these persons will come forward and give their information, say the police, they will be protected by the authorities. There is more than a hint in the statement that professional crooks ought to be indignant over this situation, realizing that their troubles will really commence once rank amateurs begin carrying guns and using them. The press is aroused too, and so are letter writers to the newspapers. One paper blames the situation on the Labor government, giving this sequence of events: The Labor government has been unable to get full production of necessities of life, and therefore there are many shortages; shortages breed black markets which in turn are an encouragement to crime. Therefore, the

Labor government is partly to blame.

Other papers say such things are expected in Chicago but not in England. A woman letter writer says that life imprisonment ought to be the penalty for unauthorized carrying of firearms. Another paper says that the ancient punishment of public flogging ought to be revived. There, of course, the apt remark is that you have got to catch your robber-killer before you can flog him, publicly or otherwise. And there seems no immediate doubt that the laws of England are adequate to punish such wrong-doers if they can be caught. The trick is to catch them.

Actually, though, the English people should be congratulating themselves--even while showing deep concern over the present "crime wave"--that they have not had to deal with ruthless and highly organized crime in the past. The fact that the British criminals heretofore have been loath to use firearms--probably because they have found no need of it in the past--is no sign that such methods may not be adopted someday, with the current situation perhaps the start of it. The polite incredulity shown by the British over American "crime waves" and shootings in the past has not been as objective as it might have been. The fact that a criminal uses a gun doesn't automatically make him any easier to catch, whether in England or in the United States.

--(New London Day)

DOG TAG

In Chicago, Dolores McCrossen lost her dog, asked police to find it. Identifying marks: red nail polish on its toenails.



Folks Are Funny That Way

*Strangely enough the folks most apt
to lend a hand to you
Are those who are already rushed
with countless things to do.
And should bad luck befall you and
misfortune smack you prone,
The ones who'll help you most are
those with troubles of their own.*

*The folks whose sunny slant on life
helps heal its smarts and stings
Are often those who know first-hand
the seamy side of things;
And he was right, it seems, who said
that life is what you make it,
It's not so much what happens,
as the way in which you take it.*

MUTUAL MOMENTS

THE POLICE GO ETHEREAL

Connecticut State Police are going to experiment with the use of a helicopter as a motor traffic patrol over the busy highways around Derby and Shelton today. Comsr. Edward J. Hickey will be aloft in the aerial cruise car himself with an eye out for the motorist who cuts out of line or tries to weave through dangerously heavy traffic.

Offhand, it would seem as though the use of a helicopter would be an enormous aid to state police who keep watch over the long stretches of highway between the urban centers.

Reckless drivers could be spotted much more easily from overhead than by the present methods. Patrols could be notified by radio. With the knowledge that some celestial cop has his eye on them, drivers would probably have a tendency to drive more carefully, even out on the open expanses of the highways.

For the drivers who are unfortunate enough to become involved in accidents the aerial traffic patrol would be an asset. Here again the ground-level police, could be summoned by radio and in many cases lives might be saved by quicker first aid and ambulance service.

Another advantage of helicopter police patrol service that suggests itself immediately is that the efficiency of highway safety maintenance would be greatly improved. Even with the expected increases in post-war automotive traffic, the state's present level of highway safety could probably be improved upon without any great expansion of the state police force. The helicopter might turn out to be quite a money saver for the state.

On days like this, when there

is an exceptional amount of traffic as there will be in the Derby-Shelton area where the Derby-Day boat races are in progress, a helicopter police patrol would seemingly be especially valuable.

We hope Comsr. Hickey's experiment turns out to be a success.

We also hope that the drivers in the Derby-Shelton area today will try to keep their eyes on the road and each other rather than on the air-borne police executive.

--(Waterbury Republican)

LAND, SEA, AIR SERVICE
TO BE USED BY HICKEY
IN CONTROLLING TRAFFIC

Transportation by land, sea and air will be used by Commissioner Edward J. Hickey of the State Police today in his observing and directing of traffic incident to the Yale, Pennsylvania and Columbia boat races on the Housatonic River near Derby.

He will take to the air from Bethany Airport at 3 p. m. in a helicopter to experiment with that means of traffic control, spotting conditions from the air and, through radio, assigning police radio cars to places of need.

From the helicopter, after it lands at a point in Indian Well Park on the Housatonic near Derby, he will transfer to a police cruiser for traffic observing near the scene of the races. Later he will transfer to a motor launch on the river to take a hand in the instructing of waterborne craft operators in traffic regulations enforced on the river in connection with the program of boat races. About 15,000 persons are expected to gather for the races. --(Hartford Courant)

Helicopter Traffic Control



That Connecticut would pioneer in the use of the helicopter in the control of automobile traffic might be expected of a state police department headed by such a progressive leader as Commissioner Edward J. Hickey.

Radio for ground service already has been employed to fullest advantage. That was illustrated in the last few summers when our State Police set up stations along the shore roads at times of peak loads. Then by communication between the stations and troopers' cars, large-scale traffic control was accomplished.

Now the Connecticut department has taken another important step in quickly seizing the opportunity to make use of the helicopter. Such an event as the collegiate boat races on the Housatonic River, causing an accumulation of thousands of cars, provided an ideal situation for testing the new means of over-all control from the air.

Of particular interest here was the fact that Commissioner Hickey, making the first flight of its kind ever recorded, was accompanied by Captain Ralph J. Buckley, a former Meriden man, who is now head of the State Police traffic control section.

Taking the air at a time when traffic congestion was at its height along the roads in the vicinity of

Derby, the helicopter was flown over points where there might be undue jams. Then, by radio, orders were issued to the State Police in patrol cars, giving them information which permitted immediate correction of difficulties.

At this writing, results of the test were not at hand but there is no doubt of its success. But regardless of events in Derby Saturday, the fact remains that the occasion was one of great significance. It is ultra-modern application of an ultra-modern facility, and marks the beginning of a new era in the science of traffic control.

One might visualize the control system of the future, with police helicopters hovering over highways and parkways. With license numbers painted on car tops and each vehicle radio-equipped with special receiving apparatus, orders to go slow or to stay in line could be issued from a literally eagle-eyed patrol officer.

That may be venturing far ahead of present developments. However, our new helicopter service was beyond imagination only a few years ago. And if it can be broadened to aerial direction of the individual motorist, there is no question but that the Connecticut State Police will be the first to do so.

(Meriden Journal)

C. S. P. USES HELICOPTER
TRAFFIC CONTROL

A traffic cop's most modern method of control is by helicopter. That, in brief, is what was proven in a traffic control experiment conducted recently by the Connecticut State Police Department.

It was the first practical test of a helicopter in this phase of police work. Both State Police Commissioner Edward J. Hickey, who initiated the experiment, and Captain Ralph J. Buckley, head of the department's traffic division, were enthusiastic at the outcome.

"A definite step forward in traffic control--a distinct aid to any police executive handling a large crowd control operation"--that's the way Captain Buckley summed up the results.

The test was conducted on a Saturday afternoon at Derby, Conn., where crowds had gathered for the annual Yale, Columbia, Pennsylvania boat races on the Housatonic River. Two-lane highways along either side of the river, as well as other roads, some under repair, provided a near ideal traffic problem.

Aloft more than three hours in a Sikorsky S-51 helicopter flown by V. A. Smith and loaned to the state police by United Aircraft Corporation, of East Hartford, Conn., Captain Buckley maintained constant radio contact with thirty patrol cars manned by troopers. Radio call numbers, painted atop each car, were easily visible from the helicopter as it hovered between 500 and 1,000 feet altitude. Both cars and helicopter were also in constant radio communication with the nearby State Police barracks at Bethany.

"I was able to see the entire traffic situation practically at

a glance," Captain Buckley said. "In contrast, when you're directing a large scale traffic problem from the ground you see only what's in the immediate vicinity and have to depend upon somebody else's word for conditions throughout the whole area."

From his vantage point in the helicopter, the captain spotted traffic troubles quickly and radioed almost instantaneous orders to his ground officers. Once, impatient motorists, cutting out of line on a congested two-lane highway, caused a jam at a blind curve. A trooper, caught in the tie-up, was unable to see the cause. Instructions from the helicopter, however, sent him quickly on foot to the source of the trouble and traffic was soon moving again.

On another occasion a large bus ran off a narrow side road leading from a main highway to Indian Well state park and blocked the roadway. Traffic, continuing to move into the side road, was soon jammed to a standstill. Buckley sized up the situation from the helicopter, radioed a trooper at the main highway to halt further traffic into the side road and then dispatched another trooper to the trouble spot with a tow truck.

A group of students in an old car gave the helicopter another job. The jalopy stalled on a hill, whereupon its occupants disembarked and proceeded to push the ramshackle conveyance. Construction work had narrowed the road to two lanes so traffic came to a virtual halt. Again, Buckley spotted the primary cause of the jam and sent a trooper hurrying to the scene. The students were prevailed upon to haul their car off the highway and traffic returned to normal.

When the first boat race started, the police halted all

traffic along both sides of the river a distance of two miles. The helicopter proved valuable for flashing the "stop traffic" order along the entire route at the instant the starter's gun barked, and was useful, also, in getting traffic underway in a matter of seconds once the final race was ended. Afterwards, time was saved in sending troopers off duty as the traffic situation eased at the end of the afternoon.

Captain Buckley said the experiment proved to him and to the Connecticut police that the helicopter is a quick, efficient method of directing traffic on a large scale. He's convinced that the helicopter is destined to make a noteworthy contribution to traffic safety in the not too distant future. And he points to the fact that in this initial experiment not a single motor car or pedestrian accident was reported in the entire area covered by the helicopter.

COPS USE 'COPTER
TO DIRECT TRAFFIC

Craft Has 'a Definite Value'
In Police Work, Hickey
Says After Test

Derby, May 10--Air observation has a definite value in police traffic work, Edward J. Hickey, State police commissioner, declared today, after the State police department tested a Sikorsky helicopter in motor vehicle traffic control at the "Derby day" regatta on the Housatonic river here.

Effective coordination between air and ground control officers was reflected, he pointed out, in the announcement that State, Shelton and Derby police reported

clean slates for traffic accidents today.

Thirty State police patrol cars, numbered on the tops, covered the area under Capt. William L. Schatzman and operated six traffic posts which were in constant communication with Capt. Ralph J. Buckley, traffic division head, who was an observer in the helicopter loaned to the department by the United Aircraft Corp., for the experiment.

Using the Indian Wells State park as an operations base, the helicopter observers spotted several traffic jams, including one in which a busload of passengers was stalled on Route 34, during the progress of the race, which ground patrols immediately cleared up.

High maneuverability and the ability to hover for long periods of time were effectively demonstrated to the satisfaction of police officials supervising the trial, the commissioner said.

The helicopter remained in the air over the river area until traffic was cleared and back to normal, then returned to Bethany for refueling, prior to a 22-minute trip to East Hartford, the home port.--(Bridgeport Post)

THIEF INTERRUPTS
TELEPHONE CALL

Boston, April 18--Benjamin Brooks, 27-year-old Dorchester grocery store proprietor, was talking to his wife on a telephone when a strange man tapped his shoulder. He asked his wife to hold the line.

The next voice Mrs. Brooks heard was that of a policeman--30 minutes later--telling her that her husband had been slugged and robbed of \$150 while she waited on the other side of the line.

ENFORCEMENT ACTION

ACCIDENTS - APRIL, 1947

	Accidents	Arrests	Warnings	Total
Station "A"	28	19 (67.86%)	7 (25.00%)	92.86%
Station "B"	11	7 (63.64%)	1 (.09%)	63.73%
Station "C"	18	9 (50.00%)	7 (38.89%)	88.89%
Station "D"	42	11 (26.19%)	20 (47.62%)	73.81%
Station "E"	34	13 (38.24%)	13 (38.24%)	76.48%
Station "F"	21	15 (71.43%)	3 (14.29%)	85.72%
Station "G"	37	14 (37.84%)	15 (40.54%)	78.38%
Station "H"	25	12 (48.00%)	5 (20.00%)	68.00%
Station "I"	18	5 (27.78%)	7 (38.89%)	66.67%
Station "K"	26	7 (26.92%)	11 (42.31%)	69.23%
Station "L"	13	5 (38.42%)	4 (30.77%)	69.19%
Traffic Div.	11	0 (-----)	1 (100.00%)	100.00%
	<u>274</u>	<u>117</u> (42.70%)	<u>94</u> (34.31%)	<u>77.01%</u>

Accident Enforcement Action For March, 1947 ---- 77.82%
 Accident Enforcement Action For April, 1947 ---- 77.01%
 Decrease of ---- .81%

COURT DISPOSITIONS OF ACCIDENT CASES

(3 MONTH PERIOD)

	FEB. 1947		MARCH, 1947		APRIL 1947		PERCENTAGE
	W/O Penalty	With Penalty	W/O Penalty	With Penalty	W/O Penalty	With Penalty	
Sta. "A"	7	5	3	14	3	14	71.73%
Sta. "B"	0	5	0	3	0	5	100.00%
Sta. "C"	0	7	0	8	0	12	100.00%
Sta. "D"	2	11	3	8	0	13	86.49%
Sta. "E"	2	9	1	8	1	13	88.24%
Sta. "F"	3	15	3	9	10	13	69.81%
Sta. "G"	3	4	7	5	3	12	61.76%
Sta. "H"	2	9	1	9	4	11	80.56%
Sta. "I"	2	4	3	7	1	3	70.00%
Sta. "K"	1	9	2	6	1	5	83.33%
Sta. "L"	2	3	4	4	0	3	62.50%
Tr. Div.	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>0</u>	-----
	25	81	27	81	25	104	77.55%*

*77.55% of Accident Cases brought into Court resulted in Convictions With Penalty.

Safety mindedness

VOX-COP

May, 1947

INTERNATIONAL ASSOCIATION OF CHIEFS OF POLICE
(INCORPORATED)

TRAFFIC



DIVISION

1704 JUDSON AVE. • EVANSTON, ILL.

April 17, 1947

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

Dear Commissioner Hickey:

I am writing to extend sincere congratulations for the splendid showing made by Connecticut in the recent National Traffic Safety Contest.

I am certain that you and the members of your department are gratified for this recognition of your efforts. May your program produce even greater results in 1947.

Sincerely yours,

Franklin M. Kreml
Director

FMK:jf

I



STATE TRAFFIC LAW ENFORCEMENT PERFORMANCE FOR 1946
 (Figures in each case are based upon states reporting on item)
 Activities of county and city officers within state are not included.

NATIONAL SAFETY COUNCIL
 20 North Wacker Drive
 Chicago 4, Illinois

Information From Reports of States in 1946 National Traffic Safety Contest		Eastern States	Midwestern States	Southern States	Western States		All States
A. TRAFFIC POLICEMEN							
1. Total <u>authorized</u> state enforcement personnel as of December 31, 1946		5444	2685	2779	1791		12699
2. Total <u>actual</u> state enforcement personnel as of December 31, 1946		4207	2347	2489	1753		10796
3. % of time of state enforcement officers devoted to traffic duties		65	75	73	68		70
4. Equivalent full-time traffic men (1) per 100 rural traffic deaths	Top 30%	126	37	29	43		51
	Median	96	29	25	36		35
5. Equivalent full-time traffic men (1) per billion rural vehicle miles	Top 30%	109	38	54	52		57
	Median	85	24	42	40		44
B. TRAFFIC POLICE TRAINING							
1. Number of recruits trained (2)		437	493	382	121		1444
2. % of recruits employed trained in recruit schools.		64	100	86	99		83
3. Hours of traffic training per recruit trained	Top 30%	342	203	173	192		178
	Median	117	160	86	38		105
4. % of total force given in-service traffic training		12	23	31	63		28
5. Hours of in-service traffic training per man	Top 30%	29	99	56	43		44
	Median	11	36	35	19		26
6. Number of men trained in outside schools		24	98	17	20		159
7. Number of state schools open to city and county officers		5	10	7	5		27
8. Number of city and county officers trained in state schools		35	460	634	2		1131
C. ACCIDENT INVESTIGATION							
1. Investigations at scene per rural death	Top 30%	38	12	12	17		17
	Median	23	10	8	14		13
2. % of investigations resulting in convictions	Top 30%	60	31	54	72		52
	Median	37	23	35	50		35
D. ENFORCEMENT - MOVING VIOLATIONS							
1. Written notice of violation (warnings) for moving violations per rural traffic death	Top 30%	1166	169	54	24.0		214
	Median	383	79	35	133		123
2. Citations and arrests for moving violations per rural traffic death	Top 30%	132	36	36	92		49
	Median	55	28	26	64		35
3. Convictions for moving violations per rural traffic death	Top 30%	126	35	30	89		47
	Median	49	28	22	46		32
4. Convictions for intoxicated driving per rural traffic death	Top 30%	5.5	2.6	6.0	4.2		3.9
	Median	1.9	2.0	4.3	3.0		2.6
5. Number of states using chemical tests to determine intoxication in driving cases		3	7	3	7		20
6. Arrests per rural traffic death for operating after suspension or revocation of operating privilege	Top 30%	.9	.6	.1	.2		.6
	Median	.7	.2	.1	.2		.2
7. Convictions for equipment violations per rural traffic death	Top 30%	7.5	6.1	9.0	9.0		6.2
	Median	2.9	4.1	2.9	2.2		3.8
8. % convictions from arrests and citations for moving traffic law violations	Top 30%	98	98	87	94		97
	Median	98	93	80	91		93

-less than 0.1 per rural traffic death

Top 30% is the figure equaled or exceeded by 30% of the states reporting on the item.
 Median value is the figure equaled or exceeded by one-half the states reporting on the item.

- (1) Equivalent full-time men includes the time of full-time traffic men, plus the part-time which other uniformed officers spend on traffic control and traffic enforcement.
- (2) Nine states reported no new officers employed during 1946.

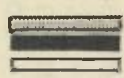
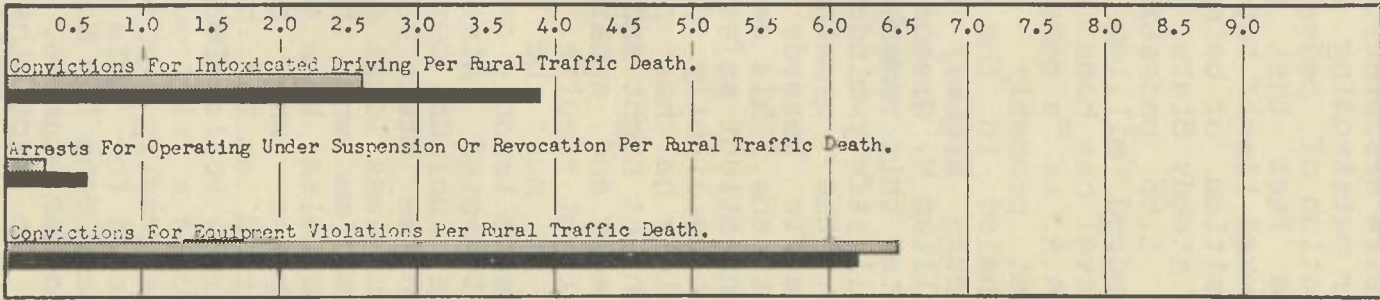
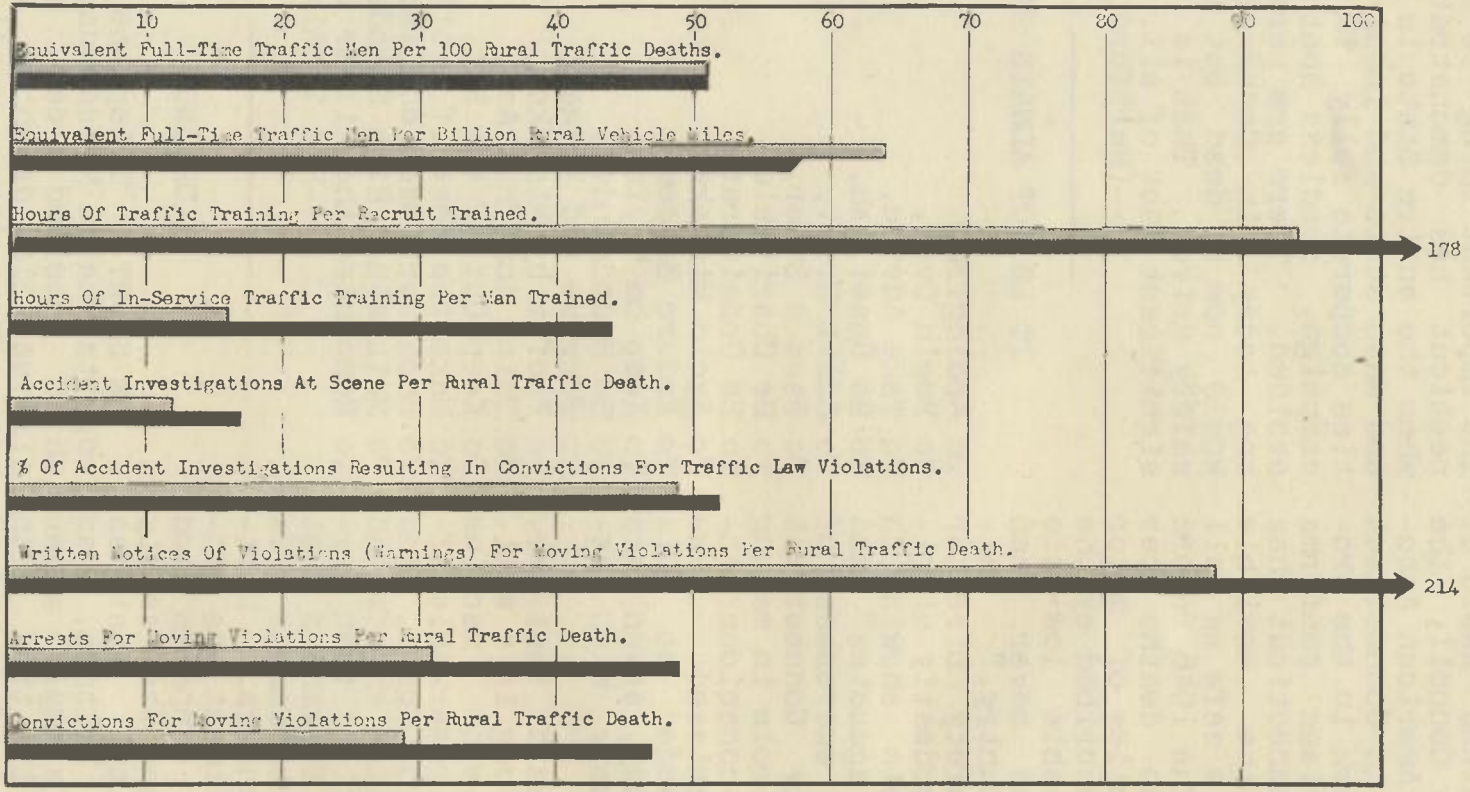


Fig. Exceeded by 30% of All States Reporting for 1945
 Fig. Exceeded by 30% of All States Reporting for 1946
 1946 Fig. Reported by State For Which This Analysis Is Prepared

STATE TRAFFIC LAW PERFORMANCE FOR 1946
 (From National Traffic Safety Contest Report)



NATIONAL SAFETY COUNCIL
 20 North Wacker Drive
 Chicago 6, Illinois



VOX-COP

S A F E T Y M I N D E D N E S S

May, 1947

SAFETY M I N D E D N E S S

SAFETY HONORS

Following the grand award of the National Safety Council, the grand prize of the American Automobile Association to Connecticut for outstanding work in the protection of pedestrians confirms the fact that Connecticut has worked itself into the enviable position of being a safe as well as steady State. The 1946 record of 1.68 pedestrian deaths per hundred million miles of motor travel has been described by the A.A.A. as "a remarkable low rate that probably has never been equaled in the country." Although Highway Safety Director William M. Greene modestly attributes this remarkable showing to "all safety-minded agencies" and to "the growing awareness of traffic hazards by Connecticut citizens," his own role in making Connecticut safety-conscious cannot be lightly dismissed. Certainly he has pounded at this subject night and day, seven days a week and apparently with excellent results.

It must be said that Mr. Greene is only one cog in a well-integrated state-wide machine that includes our remarkable effective State Police force, and countless local police chiefs and their men who, better than anybody else, know at firsthand what happens when carelessness is abroad on the highways. Hartford's Police Department has conducted a vigorous campaign and has greatly improved the safety record for this City. What has been done in New Britain, as another example, is amply shown by the fact that it tied with Kalamazoo, Michigan for second place in the 50,000-to-100,000 population class.

The award of specific credits for this fine record is, of course, merely incidental. No-

body cares particularly who gets a specific nod of commendation. The important thing is that Connecticut has demonstrated that when the entire State is alerted, and when state and local authorities cooperate fully in a safety campaign, needless deaths can be avoided. There are persons living today in Connecticut who would now be dead but for this safety drive. That is the most significant fact of all.

--(Hartford Courant)

IT IS NOT ALWAYS EASY

To Apologize,
To Begin Over,
To Take Advice,
To Be Unselfish,
To Admit Error,
To Face a Sneer,
To Be Charitable,
To Be Considerate,
To Avoid Mistakes,
To Endure Success,
To Keep on Trying,
To Be Broadminded,
To Forgive and Forget,
To Profit by Mistakes,
To Think and Then Act,
To Keep Out of the Rut,
To Make the Best of Little,
To Shoulder Deserved Blame,
To Maintain a High Standard,
To Recognize the Silver Lining,
--But it Always Pays

SIDELINES

IN SHORT. "Telephone Review" reports that a Massachusetts fire chief received a call from his six-year-old daughter and told her, "Now, dear, you'll have to make this short because I'm very busy. What is it?"
"The house is on fire," she said.

--(This Week)

S A F E T Y M I N D E D N E S S

THE AUTOMOBILE CLUB OF HARTFORD
499 FARMINGTON AVENUE
HARTFORD 5, CONN.

further service.

Sincerely yours,

April 29, 1947

W. G. Robinson
General Manager

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

Dear Commissioner:

Dear Mr. Hickey:

I have as usual read "Vox-Cop" with a great deal of interest, and have noticed your particular attention to the juvenile problem, both as it affects and is affected by both crime and safety.

I am asking our Safety Director, W. J. Drummond, to furnish you with a report of some of the things we are doing for this age group so that we may through you and your fine force inform others of what we have to offer, without charge.

Right now we are promoting Driver Training both in the schools and for adults, and as you know we are taking a definite stand against the "fix," as you will see in the next issue of our club publication, the "Automobiler."

We believe the time has come to let it be emphatically known that willful violators of the motor laws will receive no sympathy and no help from us.

Laws are passed for motorist protection and taxes are assessed to provide for their enforcement and we will not be a party to making it harder for your men or any peace officer or court to do their duty.

I want to express our appreciation for the fine cooperation we can enjoy with your department and hope you will feel free to call on us any time we can be of

At the request of our General Manager Mr. W. G. Robinson, I am enclosing a summary of the safety activities of The Automobile Club of Hartford, with regard to the elementary and secondary age levels in our schools.

We are in complete accord with the progressive safety program being carried on in the schools by your department and take this opportunity to compliment you and the extremely capable officers who are helping to make this program such a success. We know that such activities cannot help but make our youngsters appreciate their responsibilities as pedestrians and future drivers and definitely decrease the number of accidents and fatalities among persons who heretofore knew nothing of "Sound Walking Habits" or "Sound Driving Practices."

We have approached the problem in the elementary schools by supplying thousands of prize winning safety posters, teachers' lesson units, color-in sheets, bicycle rule books and license plates, safety playlets and accompanying materials. In addition to these aids, we have cooperated in furnishing assistance in setting up school safety patrols and equipment for such patrols in approximately sixty schools to date. Our 3rd National Safety Poster Contest received very favorable comment from educators and art supervisors and we plan for an even larger one next

S A F E T Y M I N D E D N E S S

year.

In the high school program, we are sponsoring the complete Sportsmanlike Driver Training Program for every high school as advocated by the State Board of Education. We are fortunate in being able to furnish a Dual-Control car to schools having trained instructors and to date have had the pleasure of furnishing one car to Farmington, Thomaston, South Windsor and Plainville High Schools. This same program now in operation in hundreds of schools throughout the country has shown a decrease in accident figures as high as 50% and we trust that it will not be very long before the complete program is carried on in every one of our schools.

Since my arrival here in November, it has been my pleasure to work very closely with Captain Ralph Buckley and his staff, together with several other Stations, and to furnish sample kits of our free materials to the officers who contact our schools. Their cooperation and the number of requests coming from their contacts has been most gratifying.

My safety work during the past sixteen years in New Jersey and Penna. brought me in frequent association with both State and local police departments, but the courtesy and cooperation offered by the Conn. State Police shows very clearly why it was possible for our State to win the National Awards for the safest one in the country.

Again let me express our congratulations and offer of assistance at anytime in the future.

Cordially yours,

William J. Drummond
Safety Director

TIMELY MOVE FOR SAFETY

(Norwich Bulletin)

Much is to be said in commendation of the effort that is being made throughout the state to impress pedestrians with the necessity of being careful when crossing streets.

This should be apparent to the observant persons without making it necessary for the authorities to remind them. But such doesn't appear to be the case. This is apparent after a little observation. There are those who move blindly across a street under the belief that no one will dare hit them. They may be secure in the belief that no motorist wants to strike them, but there are times when dodging into traffic makes it impossible for drivers to avoid such collisions because the pedestrian has created the hazard.

Authorities in all the cities of the state, Norwich included, are working in cooperation with the highway safety commission of the state for pedestrian protection. The plan is to hand cards to those who endanger themselves, reminding them of the penalty of wilful disregard of the signal of the traffic officer, or the recklessness neglect of their own safety, along with the information that the effort is for the purpose of making pedestrians safety conscious.

The endeavor to make the pedestrian assume proper responsibility for his own safety is a move in the right direction. Much can be done by the authorities in putting a check on accidents resulting from such recklessness, and most certainly there should be a hearty response on the part of the pedestrians. They should welcome whatever is done for their own good.

IN-SERVICE STUDIES

VOX-COP

May, 1947

Tracing The Fugitive

(New York Police Department)

1--RE: THE FUGITIVE

- 1--Full name and alias
- 2--Description and distinctive marks, etc.
- 3--Modus Operandi
- 4--Motive
- 5--Associates--past and present and girl friends
- 6--Habits--hangouts--resorts he is known to frequent
- 7--Criminal record--photograph--fingerprints
- 8--Residence--last known and previous locations--for information
- 9--Employment--last known and previous employers
- 10--Relatives--names and addresses of all available
- 11--Close friends--names and addresses
- 12--Physical condition
- 13--Motor Vehicle Bureau--check, operators--chauffeur or owners license
- 14--Social Security number
- 15--Selective Service History
- 16--Handwriting (for comparison on mail cover)

2--ALARMS

- 1--Teletype
- 2--Circular
- 3--Spring 2100
- 4--Wanted card at B.C.I.
- 5--Want card at F.B.I.
- 6--Stop at B. of I. re: summons or inquiry on car or accident, aided case
- 7--Stop at N. Y. Bureau of Motor Vehicles--accident report or lost plate
- 8--Stop at Chief Magistrates Court-- file prints --minor charge arrest

- 9--If a parolee--notify the Parole Board concerned
- 10--If a person who frequents the race tracks--notify Pinkerton Detectives
- 11--Notify former arresting officers

3--OTHER MEANS OF APPREHENDING

- 1--Telephone tap (court order)
- 2--Install a dictaphone
- 3--Cover the mail
- 4--Tail associates--relatives--girl friend
- 5--Western Union and Postal Telegraph--cover
- 6--Where relatives or close friends are known to be in a hospital or Institution--cover same for a visit
- 7--If a seaman--contact U.S. Shipping Board--he must have papers--this board receives a list of the crew of each ship that leaves New York City
- 8--Place a stop at the State Department, Passport Bureau, if you have reason to believe subject will sail as a passenger

4--SOURCES OF INFORMATION

- 1--Police Officers--FBI record--Federal officers, all branches
- 2--Coast Guard--information from pass
- 3--Neighborhood checks -- residents--storekeepers
- 4--Parole and Probation officers
- 5--Banks--cancelled checks--safe deposit box
- 6--Insurance companies
- 7--Water--Gas and Electric Companies

I N - S E R V I C E S T U D I E S

- | | |
|--|--|
| <p>8--Telephone Company--application information -- toll charges</p> <p>9--Election Board</p> <p>10--Fraternal Organizations</p> <p>11--Military service records-- Wash., D. C.--Is he receiving allotment checks? Where? Is he a patient in Government hospital? Where?</p> <p>12--Veterans Organizations</p> <p>13--School record--for subject or transfer of his children</p> <p>14--Labor Organizations</p> <p>15--Laundry and dry cleaners</p> <p>16--Loan Companies</p> <p>17--Auto Rental Agencies</p> <p>18--A.A.A. membership--reports of accidents -- other requests, etc.</p> <p>19--Social service and welfare agencies</p> <p>20--State Department--information from previous passports</p> <p>21--If an Alien -- Immigration Bureau--he is registered--also gives name and address of person that contact him</p> <p>22--If a naturalized citizen--Naturalization Bureau -- application contains all details and name and addresses of witnesses</p> <p>23--Transportation Lines--Railroads--Steamship--Bus and Air Lines</p> <p>24--Better Business Bureau--for any inquiry.</p> <p>25--Credit Houses: Dunn & Bradstreet for business people--and--Credit Bureau of Greater New York, 373 - 7th Ave., N.Y.C., is a clearing house for persons who buy on installment, department store accounts, loans and court litigation</p> <p>26--National Board of Fire Underwriters</p> <p>27--Prison records--will show correspondence, to and from</p> <p>28--Personal Physician</p> <p>29--Where subject has purchased: suits, hats, shoes, shirts,</p> | <p>etc.</p> <p>30--Employment agencies</p> <p>31--Where subject has bought cars--check repair bills--finance, etc.</p> <p>32--Hospital records</p> <p>33--Telephone and city directory</p> <p>34--Bondsman: If a bail forfeiture</p> <p>35--Employee's of hotels where subject has been known to have been a guest--slips for phone calls--baggage checked--trunks shipped</p> <p>36--With reason to believe subject drove a car to Canada--cars are checked in by date and location and on return--number passengers</p> <p>37--City Departments:
 Health--owner or employee of restaurant
 City Clerk--marriage license--maiden name of wife--witnesses date issued--clergyman may assist
 Dept. of Licenses: Applications for a license issued by this department must have photo of applicant attached</p> |
|--|--|

HOW TO TRAP A FORGER

Burgess Smith Made \$10 Bills
At Home to Prove He Knew
The Counterfeit Business

Several months ago, a West Coast counterfeiting gang sent a mobster to land a job at a huge aircraft plant for one week -- just long enough to collect a single pay check. From the pay window he hurried to the gang's small print shop. Within two weeks the crooks had \$200,000 in phony pay checks neatly stacked on a table.

On the next regular payday at the plant, they started a flurry of fake checks blowing all over the city. Suddenly something went wrong. The checks had an

official look, the printing was masterly--but as soon as the first one reached the bank an alert teller spotted it.

A 75-year-old scientist named Burgess Smith, self-taught and virtually unknown, years ago had dreamed up the trick that smashed the crooks' ingenious setup and landed them in prison. When the teller touched a drop of ink eradicator to the corner of the phony check, nothing happened. He knew that if the check had been genuine the word "void" would have popped up in a flash.

Smith, who is now director of research for the Todd Company, manufacturer of check-protecting devices, was once a counterfeiter himself. But it was legal--probably the only incident of its kind in the history of the United States.

It Was "Impossible"

When a Senate Committee was investigating counterfeiting, some members didn't believe American money could be successfully duplicated. Smith turned out a bogus ten-spot that changed their minds in a hurry. The Government quickly put him in charge of the Federal antiforgery and counterfeiting laboratories.

Smith is the only man who ever held the job, and probably no one else ever will. It is considered dangerous for one man to know all the secrets about the production of the country's money.

Smith works in a dusty, disorderly laboratory which looks more like an alchemist's den than the headquarters of a scientific counterattack on the nation's crooks. A sharp-featured little man who peers intently at callers through a pair of battered eye-glasses, he wears a coat, hat and muffler 12 months of the year.

His trick "voids" probably saved Cuban baseball last year.

Havana had built a new, 40,000-seat stadium; but 10 patrons showed up for every seat. The underworld was blanketing the island with counterfeit tickets. In desperation, officials called on Smith.

Can't Get In

Now, when a Havana fan shows up at the gate, the attendant dashes a streak of acid on his ticket. If no "voids" pop up, they direct him to the nearest bullfight.

Smith says he can't remember whether he learned to print or walk first--but he thinks he picked up both at the same time. Born in Macon in Reconstruction days, he learned to spell and write in his father's printing shop and has since become a skilled photo-engraver, lithographer, machine designer and chemist.

During World War II, agents in the pay of enemy governments showed up at highly secret war establishments with forged identification cards. The cards didn't change color when placed under a black light -- the usual test -- but Smith devised special lights which quickly revealed that the cards were unmistakably enemy productions.

Smith admits he's made an occasional slip--but he insists that the last time was 30 years ago, when a counterfeit \$2 had the Treasury worried.

"One day I assured an assistant secretary that the counterfeit was so poor any moron could detect it," Smith recalls. "After lunch I asked the same man to cash a check for me. I took the money and pocketed it. Then the secretary called over the whole office for a laugh--I had taken three of the phony bills!"

--Ralph Bass
--(This Week Magazine)

PHOTOGRAPHY IN LAW ENFORCEMENT

The subject of photography has been widely covered as a pictorial art, but little has been written on legal photography. It is not the goal of the trained police photographer to produce a work of art, but rather to accurately reproduce the bold and plain facts as they meet the eye and record them for the assistance of the investigator and prosecutor.

The general purposes of legal photography may be grouped in the following manner:

- A. They permit the investigators to re-visit, at will, the actual scene of a crime and examine it as it was first observed. Frequently a point of evidence will become controversial and a reference to available photographs is the only manner in which the evidence can be clarified.
- B. They constitute an important aid in producing evidence of a fugitive or perishable nature.
- C. They permit observation by the court and jury of evidence which, because of its size or immobility, cannot be presented in the court room.
- D. They present facts and physical circumstances in pictorial form that create a vivid and realistic picture in the minds of the court and jury.
- E. They shorten the actual time of the trial by eliminating long and sometimes uncertain descriptions of material facts by a witness.

It is a proven fact that photographic evidence plays an important role in many criminal trials. The police officer should keep this fact uppermost in his mind in the conduct of his investigations and in the use of the photographic services at his command. While it is true that police photographs are often used in trials of civil actions, the taking of pictures with this end in mind should be discouraged.

Personnel Assigned to Photography

The object of police photography is to reproduce photographically the situation in exact detail as it was at the time of the crime. While it is not an iron-clad rule that legal photographs must be taken by one classified as a "professional," it is far better to leave the scene undisturbed until the services of a trained photographer can be obtained. It must be remembered that a picture taken by a person who does not possess the training, experience and knowledge of the science of photography may be excluded from evidence.

The testimony of a photographer must by the Rules of Evidence be entered as that of an expert witness and as such is subject to questioning not only as to credibility, but also competence. The witness may also be questioned on any principle of the theory or practice of photography. It is only natural that when the photographic evidence is most damaging to a defense that the strongest objections will be made against the introduction of photographs, and so at such times it is vital

that the prosecution evidence be submitted by a competent witness.

Types of Photographs

The text of this short article cannot possibly contain a full range of the possibilities of photographing at scenes of crimes. Various types of investigations present different problems. A resumé is quoted of some of the usage in the past and also some fields for possible expansion in the future.

Homicide.—The photographs of the actual scene should be taken before any object is moved. It is permissible to offer pictures for court use where the body or other evidence has been moved, but in so doing something vital is detracted from your exhibit. Complete photographs of the entire geographical surrounding of the crime should be made. Views should be taken from all angles possible to outline the exact position of the body in relation to other physical evidence. After removal of the body to the morgue, views of the clothed body should be taken as it was found and then photographed completely disrobed. The latter photographs should be taken in such a manner as to show relative position of all marks, wounds, etc. These markings and wounds should be photographed close-up to give exact detail. When a body is removed to a mortuary, do not handle it any more than is absolutely necessary until the photographer has had the opportunity to finish his photographs at the crime scene and arrive at the mortuary.

All personnel concerned should work together, in the examination and post-mortem operation. Each and every step should be photographed as the work progresses. Many such assignments have developed into a race to see if the photographer can get to the mortuary before the body has been completely autopsied and prepared for burial. Obviously pictures taken at such a time are worthless. One overly solicitous undertaker not only had washed the body, had also commenced washing the clothes of the deceased and in the process of such cleaning up destroyed vital evidence. A photographer should be present at all stages of the autopsy. Quite frequently photographs may portray a more graphic account of the path of a bullet or a condition found in the internal portions of the body, etc., than a written report. Such pictures must be under the absolute direction of the Medical Personnel, for it is they who must qualify the photographs for admission as evidence.

If powder patterns from gunshot wounds are found on the body, the best procedure is to have these examined by a ballistics expert. If such service is not available, a scale photograph should be taken. The expert may then base his conclusions on the measurements shown provided that the photographer was skilled to the point that he is able to reproduce the exact size of the pattern.

Burglary.--Photographs should be taken at the point of criminal entrance into and exit from the building together with photographs showing the condition of the interior. These pictures are of great assistance to the prosecutor in proving all elements of the crime. Tools or their markings are also valuable subjects for photographs. Some investigators have adopted the practice of "dusting" for latent fingerprints and using transparent tape to lift and preserve them for expert examination. This procedure should be discouraged. The use of photographic apparatus is absolutely essential in the obtaining of such evidence. After the use of lifting tape, a person, even a recognized expert, will encounter difficulties in proving to a court and jury the origin of the evidence. Inasmuch as it will become the duty of the expert to testify as to the identity of fingerprints, it follows that any photographs should be made by him or under his direction.

Moving Pictures.--This field while not widely used has possibilities. Sound movies of confessions and reenactments of crimes have not, as yet, been admitted in the courts of New York State. The principle objection to the use of such pictures seems to be that it would violate the defendant's constitutional rights by forcing him to testify against himself. This fact was overruled in two precedent decisions on the point. Such pictures were admitted in evidence in: *Commonwealth vs. Roller*, PA Super 125 and *People vs. Hayes*, 72 P2D-321 Cal-A-2D 320. The court in one of these cases stated that the use of such pictures would go far in refuting the often charged fact that written confessions are improperly obtained by violence or intimidation. While there has been no precedent established in the Courts of New York State the procedure is filled with dormant possibilities.

Marking Scenes of Crimes Before Pictures Are Taken.--If possible, all crime scenes should be photographed without the insertion of any extraneous matter. The admissibility of photographs containing subject matter which was not present at the time of the crime has been a subject of great argument since the first introduction of photographic evidence. Where any markings were inserted in photographs, they have been admitted into evidence only after the markings have been properly qualified and the material inserted was not of a prejudicial or inflammatory nature. The most practical approach to the problem is the simple method of taking an unmarked photograph and then inserting the other material in a second picture taken from the exact position as the unmarked view.

Markings, signs, or other identifying information placed in the picture area should be restricted to facts necessary to identify the scene, and should not contain any opinion or facts of the case. Human beings are suitable objects to substitute for inanimate objects, but should never be used to portray another human being.

The procedure of marking points in photographs such as skidmarks, scratches, etc., is filled with danger. Such changing of a scene by the painting of skidmarks to intensify them, should be preceded by an unmarked picture. The possibility of rejection of a marked photograph in court is so great that it might gravely effect the outcome of the proceedings. If a material view were rejected because of extraneous matter or markings, the insurance and protection of the unmarked photograph is certainly worth the effort.

Introduction of Photographic Evidence

There is no legal assumption that a photograph offered in evidence is correct. There must always be preliminary proof that it is a correct representation of the subject. It can be said that the court does not necessarily have to accept the fact that a picture is right because it was made by the photographic process.

The qualification of a photograph is best made by the person who made the photograph, but this procedure is not imperative. Any other witness having sufficient knowledge of the subject matter of the photograph may testify that it is a correct representation of the scene. Pictures, however, should be given careful consideration before their admittance into evidence. A camera is a mechanical device which will not, except as quoted later in this article, portray actually what the human eye has seen. The inherent value of the picture rests largely in the skill of the operator. An unskilled operator may unwittingly create false impressions and a skilled operator can deliberately create false impression by manipulation of his equipment.

The normal reasons for rejection of photographs are:

- A. Climatic conditions not comparable with time of crime.
- B. Lens was distorted or improper lens was used which created a distorted view.
- C. The camera was placed and the view taken from a position to create an erroneous impression of dimensions.
- D. That articles or markings have been added to the scene or the scene changed in some material manner.

While we say that the camera does not clearly depict that which can be seen by the human eye, we must consider the fact that the camera, because of the sensitivity of some films, is able to utilize the extreme rays of the spectrum and make visible things that are invisible to the eye.

The use of enlarged photographs of handwriting and typewriting is almost imperative in court. The opinion of one court is quoted on the point, "The correctness of the opinion of an expert in handwriting is usually susceptible to ocular demonstration and it should be accorded little evidential weight when it is not accompanied by such demonstrations." This certainly would

apply also to all types of comparative evidence as fingerprints, ballistic, etc.

Natural Color Photographs

Cases wherein color photographs have been admitted as evidence are not numerous. For years the technical difficulties surrounding this type of evidence have been a deterrent to its use. Color processes are available that enable the photographer to expose, develop and print his own color photographs. Previously all processing was done by the manufacturer, which point created a difficulty in the general use of color pictures in police photography. The return of the exposed film to the manufacturer, where it was handled by many persons, caused a break in the continuity of the evidence, and a photographer was unable to properly qualify his evidence. A picture shown to a jury in color will create a more vivid impression. It possesses far greater depth and life-like qualities and its use for this purpose is of value. However, the use of such photographs to depict actual color representation is highly dangerous. Under ideal conditions fairly successful and exact rendition of color can be had. Such results, however, are not dependable enough for any photographer to be able to testify that the color shown in the finished print is exactly the same shade of the object photographed. For the purpose of illustration, it would be most unwise for any photographer to testify that the color of blood found at the scene of a crime was exactly the same color that was depicted in the evidence picture. However, if a photograph in color was made at the scene of a crime, the court and jury would be able to distinguish the apparent blood stains more certainly.

Criminal Photos After Arrest

The necessity of pictures of this type is not usually evidence at the time of their taking. Their essential use is in connection with future investigations where the prisoner might possibly be identified as a repeater. Standards have been widely established for prisoner's photographs in the adoption of bust, front and side view, and the full length stand-up picture. Some police agencies have already started to photograph in color. The expense and technical difficulties have retarded this work, but nevertheless some agencies are taking such pictures of sex criminals, check operators, robbery defendants, etc. This field has wide possibilities and each day brings forth new progress.

A word of caution is extended to all police officers on the use of pictures for possible identification of criminals. Never show a witness a single picture for identification, always group your subject picture with numerous other pictures before presentation to the witness. This not only strengthens any identification that might be made as far as your interest is concerned, but is almost a necessity in the support of your witness in court. The courts in general frown upon any identi-

fication made without benefit of selection.

It is necessary that all persons associated with law enforcement whether they be investigators, coroners or prosecutors have knowledge of the requisites of competent photography before intelligent use may be made of the photographic services.

REPORT WRITING

The dictionary defines a report as:

Webster—"To relate what has been discovered by a person sent to investigate."

Funk & Wagnal—"The final statement of the result of an investigation."

The prompt submission of accurate, intelligent and comprehensive reports is of vital importance to efficient operation of police agencies. A report serves three important functions:

1. As a permanent record.
2. To convey information to persons not present
3. As a basis for future investigation.

Report writing is not a new activity. In one form or another, it is centuries old. With the growth and expansion of business and the professions, more frequent written communications became necessary. This is very true of the police profession. It is interesting to examine reports submitted by members of a police department fifteen or twenty years ago. They were written in long hand and rarely consisted of more than one page.

Like all businesses, police work has grown and expanded with the result that greater efficiency is constantly required. It is not possible for any officer or executive to remember the details of all activities within his jurisdiction. Therefore, they are dependent on the reports submitted by subordinates, and in a large measure, efficient administration is likewise dependent on accurate reporting.

1. Develop your report so that it may be read rapidly. This means correct typing, simple statements, the use of topic sentences at the beginning of each paragraph and elimination of vague or meaningless expressions. Capitalize all proper names. These are some of the devices that aid in making a report easy to read rapidly.
2. Your report should answer all your readers' questions. Your aim is to record, in the best possible form, all the information obtained.
3. Develop your report with objective tone. That is, keep out of the report your own personal feelings and your own personal achievements. When possible avoid the use of "I" and "My".
4. Compose your report with restraint. Avoid all exaggerations. When possible, avoid the use of superlatives such as "very," "exceedingly," "absolutely," "ideal," etc. Guard your undemonstrated conclusions and recommendations with such expressions as, "it seems probable," or, "results of

this investigation indicate." Never say "facts prove" unless they do actually prove beyond every doubt. It is a better practice to understate conclusions rather than to overstate them.

5. Never include in a report any information which is to your knowledge untruthful.
6. Develop your report to be appealing in appearance. Make it pleasing to the eye, attractive in makeup and a credit to you and a reflection of your good taste, at the same time making it easier to read.
7. Write your report so that it can be read with comprehension at any time. Reports are useful in determining immediate status of their subject but must also be useful for later reference. Hence, make all statements so complete and exact that the report will be useful to an executive or investigator who picks it up years later.

It is very necessary in discussing Report Writing to emphasize the facts that careful attention must be given to continuity, simplicity and directness. An intelligent, comprehensive report will result if the policeman adheres to the facts set forth in the preceding paragraphs.

It is necessary to remain neutral when investigating a crime or an incident. This neutrality also applies to the writing of reports. It is confusing to an investigator, who is charged with the follow-up on the criminal investigation, if the report consists of conclusions and suspicions stated by the initial investigator which are not based on fact. Suppositions, presumptions, suspicions and theories have their places but not in a police report.

Many men also acquire the habit of building themselves up. If you are doing a job and doing it well, you will be recognized. Recognition does not come easily and it is certainly too easy to sit down and make one's self a hero on paper. The elimination of "I" and "My" is very necessary to proper Report Writing. Unfortunately, some men are egotistical by nature and may find it difficult to eliminate self praise. Another great fault with many report writers, particularly in police business, is the acquiring of new words. We all have limitations and it is much more noble to admit them and recognize them than to attempt to impress a superior by using so-called "six-cylinder" words which are not part of our vocabulary. Invariably the man who attempts to talk or write beyond his knowledge and ability confuses all concerned. Many times the long unusual word he has fancied is misplaced in the sentence, with the result that he makes himself look ridiculous.

Officer Jones will go into great detail to tell all concerned that he called at the home of John Smith, then proceed to explain that he spoke with the cook who advised that Mr. Smith went to the local movie, then to

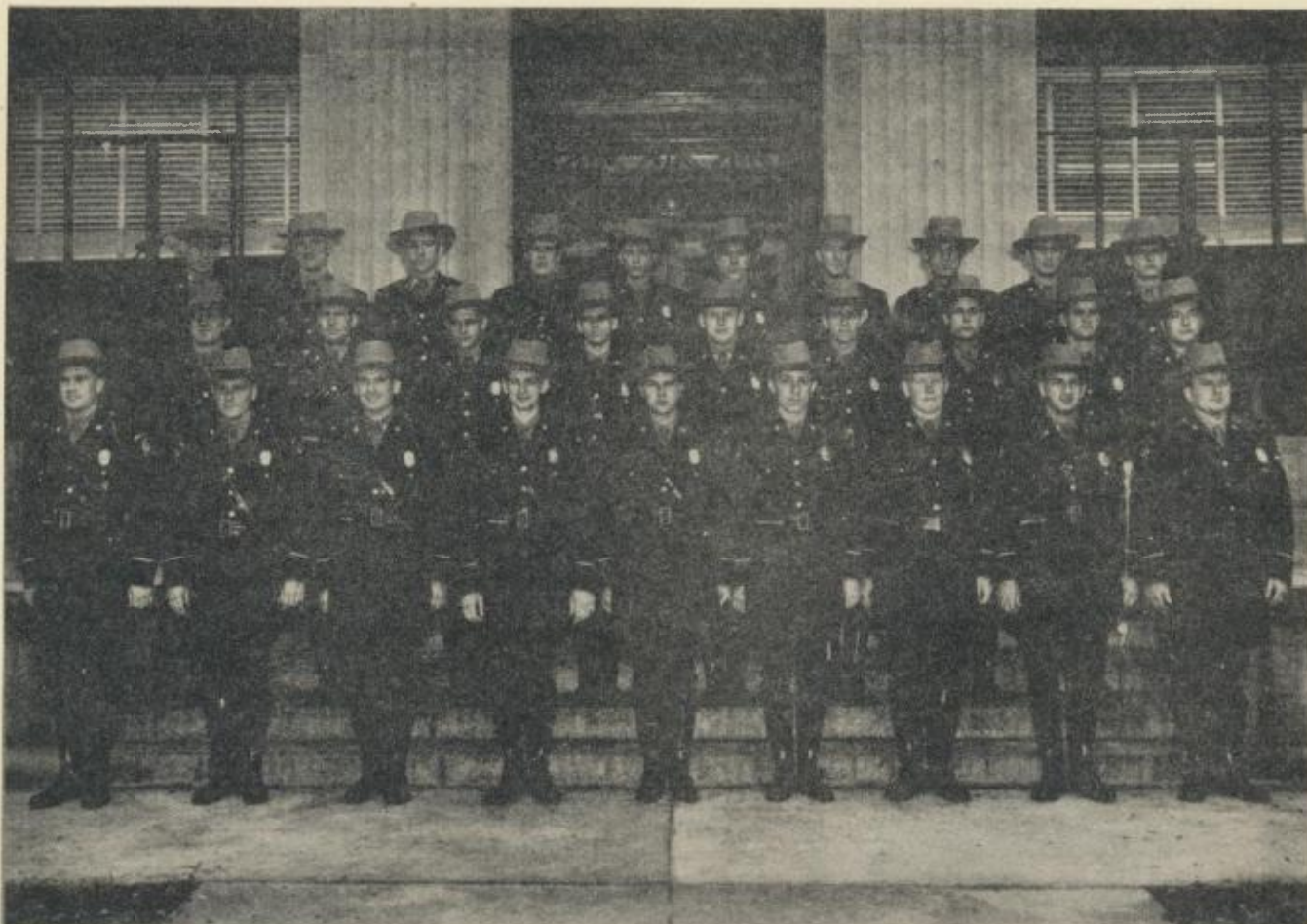
the Grange Hall after which he would go to see Dr. X, the local veterinarian. After wading through the movements of Mr. Smith, we finally read that he was not available on this night but that Jones would call on him next day. If the circumstances require an explanation of the fact that Mr. Smith was called on, he should simply state "all efforts to contact Mr. Smith were negative." On the other hand, if he finally contacted him he does not have to say that he proceeded to his home but simply state that on such and such a date, at such time, interviewed Mr. Smith at his residence and then state the information obtained. Magazine writing is a great fault with many members of police agencies. Reports are received which are masterpieces for publication in pulp magazines and would probably make interesting reading for detective story addicts. Many men who write this type of report are good composers but go to such great length on unnecessary detail that reading the reports amounts to a fact finding inquiry or investigation. It follows that an executive reading this type of report must arrive at the conclusion that the writer is not an efficient officer insofar as submission of proper reports is concerned.

There is another type of individual who, through thoughtlessness, laziness or otherwise, is so brief in his reports that he says nothing. The man who is assigned the follow up in the matter is handicapped and must interview the original investigator and ends up with no further information because the maker of the report cannot remember.

Adherence to the following suggestions will materially improve the quality of police reports:

1. Use good carbon.
2. Make sure the ribbon of the typewriter is in good condition.
3. Make sure the type is clean.
4. Review the notes.
5. If the report is lengthy, set up an outline.
6. State facts in simple language.
7. Capitalize all proper names.
8. Eliminate repetition.
9. Eliminate unnecessary and extraneous wordage.
10. Base all conclusions, suspicions and theories on fact.
11. If you are not sure of the spelling of a word use a dictionary.
12. Bear in mind that members of the Supreme Court Bench, The Appellate Division, The Court of Appeals, The Attorney General of the State and Municipal Departments and your superiors may get your report. The police profession may be judged by that one report.
13. Do not attempt to write beyond your ability. Leave the many syllabled, technical and antiquated words, phraseology and flowery language to the people who profit by their use.

Class of May, 1947



Front Row (L. to R.) Cesaro F. Tremalgia, Bridgeport; Theodore Sheiber, Wilson; Donald J. Warner, Bridgeport; Gail L. Smith, Windham; Frank A. Caskey, Norwich; William Quaintance, Jr., Bridgeport; George H. Bunnell, Bridgeport; Guy M. Bonuomo, Fairfield; and Samuel J. Wilson, Fairfield.

Second Row (L. to R.) Frederick P. Moran, New Haven; Charles L. Hawley, Winsted; William J. Wallace, Fairfield; Donald L. Hurst, Bridgeport; Vincent J. O'Brien, New Haven; Richard A. Schwartz, Staffordville; James C. Garrity, Hartford; Tryon Smith, Jr., Hartford; and George J. Turrell, Bridgeport.

Third Row (L. to R.) John V. Wollschlager, Meriden; Ernest J. Morse, New Haven; Joseph M. Hart, Canterbury; Frederick T. Staples, Canaan; William V. Hickey, West Hartford; Arthur Pfeifer, West Haven; Lawrence Crotta, West Haven; Walter Stecko, Willimantic; Frank A. DeFilippo, Bridgeport; and Kenneth Tripp, Hamden.

STATE POLICE GRADUATES
GET CERTIFICATES

29 Start Probationary
Work; Four Citations
Awarded by Hickey

Woodbridge, May 3--(Special)--
Twenty-nine graduates of the Connecticut State Police Training School at Bethany received their certificates from Commissioner Edward J. Hickey at exercises held in the town hall here Saturday night and on Monday will start nine months of probationary work in the field, after which, if found qualified, they will receive permanent appointments in the department.

Besides those who completed the three months course just ended four men and two women members of the department, who were graduated from the training school in January and who are now on duty as probationers, were given their certificates.

Citations Given

Commissioner Hickey also issued three citations for bravery and one for meritorious service to veterans of the department; gave a special award to Lieutenant Michael D. Smith, of Hartford in charge of firearms instruction at the school and of the emergency service at Bethany barracks and conferred four memorial awards to various barracks commands for outstanding achievements.

The citations for bravery went to State Policeman George Albert Boston of 368 Lenox Street Bridgeport, attached to the Westport barracks; to State Policeman Marcel Simon, of Simsbury, Hartford barracks; to Detective Sergeant Edward Shedroff, of Colchester, Special Service Division; and the citation for meritorious service to State Policeman

Dimitro Pawchyk, of 53 Fourth Street, Bethany barracks.

State Policeman Boston, chauffeur for former Governor Baldwin, refused to submit to two armed automobile thieves last December 13 in Bridgeport and although one of them held a gun in his back and threatened to shoot, he finally persuaded both to surrender to him. State Policeman Pawchyk captured one of the alleged slayers of Policeman William Schriber of Stratford last July 15. State Policeman Simon, off duty with an injured arm, which was in a sling, crawled into a burning home in Simsbury last February 14, rescued the unconscious occupant, and then fought the fire with a garden hose until accumulated gases exploded and blew broken glass and flame into his face, injuring him. Sergeant Shedroff captured an escaped prisoner from the Middlesex County Jail last October 24, subduing the man after a struggle.

Lieutenant Smith, a member of the department since 1921, who has been in charge of firearms instruction for the department since 1945 and of the emergency service since last December 1, was honored for outstanding work in these duties.

Memorial Awards

The memorial awards, issued quarterly, were as follows: Irving E. Nelson award, established in honor of the officer who was killed in Pomfret April 6, 1928 while pursuing the "Ice-box Bandits," on his motorcycle. Given to station which leads in solution of depredations. Awarded twice to Ridgefield barracks, commanded by Lieutenant Harry T. Tucker and once to Litchfield Barracks, commanded by Lieutenant Philip Schwartz.

Philip W. Flynn award, established in memory of officer who

joined department in 1919 and died three years later. Awarded to station whose officers have safe driving record and whose cars are not involved in accidents for 12 months. Award to Danielson barracks, commanded by Lieutenant Albert E. Rivers.

Sergeant Charles F. Hill award, established in memory of officer who was killed on traffic duty in Norfolk November 6, 1941. Awarded to stations with exceptional record for motor vehicles law enforcement. Awarded twice to Westport barracks, commanded by Lt. George H. Remer and to Bethany barracks, commanded by Lt. Victor J. Clarke.

Lieutenant Kenneth W. Stevens award, established in memory of officer who was killed on duty June 9, 1944. Given to stations with outstanding efficiency in general police work. Awarded twice to Ridgefield barracks and to Groton barracks, commanded by Lieutenant William E. Mackenzie.

Four awards from the New England Police Revolver League for high individual scores in competitive matches during the last year also were awarded by the commissioner. These went to Detective Ralph C. Boyington of Hebron, attached to Colchester barracks, for highest score in Class 3; to State Policeman Leland Cable, of Niantic, attached to Groton barracks, for highest score in Class 4; to State Policeman Emil Struzik, of Stamford, attached to Westport barracks, for second high score in Class 5; and to State Policeman Walter Perkins of Manchester, Hartford barracks, second high score in Class 4.

--(Hartford Courant)

He is a fool who cannot be angry: but he is a wise man who

will not. -- English proverb, quoted in Great Truths by Great Authors (Lippincott)

MOTORCYCLIST GIVES RECIPE FOR SAFETY

Los-Angeles,--(AP)--L.L. (Lee) Jordan who bought a motorcycle when he was 16 some 30 years ago and since then, including 17 years as a California highway patrolman, has ridden an estimated 500,000 miles, has a simple recipe for safety:

"All you have to do is to keep in mind every single second while you are driving that you can't trust anybody else's driving.

He said he has had one accident, when a woman drove through a stop sign in front of him while he was chasing a speeder at 45 miles an hour through a business zone. It cost him two scalp stitches.

RURAL RESIDENTS' LIVES ARE SAFER, SURVEY REVEALS

It is safer to live in the country in Connecticut. At least that is one conclusion that may be drawn from the Highway Safety Commission survey of rural and urban traffic accident statistics released today. A study in about every field of Motor Vehicle Department statistics indicates that pedestrians, drivers, occupants and bicyclists are much safer in the country.

The survey also shows that city drivers are involved in more accidents away from home. Small town drivers were involved in away-from-home accidents on the basis of four for every one crash in the home town.

--(Hartford Times)

"NOT SNOW, NOR RAIN, NOR HEAT, NOR GLOOM OF NIGHT STAYS THESE COURIERS FROM THE SWIFT COMPLETION OF THEIR APPOINTED ROUNDS."



VOX-COP

May, 1947

The Communications Division



March 1, marked the seventh anniversary of the Communications Division. It was on March 1, 1940, that the State Police Department took over the operation of the State Teletype System, and later in the year, put the first F. M. Police Radio Station in the world on the air at State Police Headquarters in Hartford.

Many changes and advancements have occurred during the past seven years, especially during the war period. Of the original group of seven teletype operators who came over to this department with the teletype system, only two remain with us -- Gertrude Thompson, who is now Chief Operator, and Mabel Query, night teletype operator. Twelve operators and five dispatchers are required to handle the tremendous message traffic on the teletype and headquarters telephone switchboards on a

24-hour basis.

Inaugurated by Commissioner Edward J. Hickey as a service to all police agencies as well as our own department, the Communications Division established teletype and card index files listing all types of police data and information transmitted over the teletype system in Connecticut and other states. Card index data includes: Wanted, Missing Persons, Stolen Cars, all types of crimes and rackets, Stolen Property listed by description - serial number or initials, Lost and Found Property, Hit and Run, Hold-ups, Bad Checks, Safe Jobs, Sex Perverts, and many others, all filed in such manner as to afford speedy reference at any hour of the day or night. City directories, all Connecticut telephone directories, maps of the entire United States, national police directories and other police information is maintained at the Communications Division, and available to any police agency seeking such information. If we do not have the information one seeks at hand, we probably know where to get it.

The importance of police communications is best emphasized by the fact that approximately 26,000 teletype messages and 40,000 radio transmissions are handled each month, and the telephone switchboard at headquarters alone averages 24,000 calls per month.

Officers Frank Foley, Fred Feegel, and Anthony Zemetis, and Detective John Pomfret, as well as the dispatchers and operators assigned to the Communications Division, have contributed much in compiling the records and information available to you merely for the asking.

Officers, radio dispatchers, and teletype and telephone switchboard operators are es-

pecially trained in the complicated intricacies of police communications. An officer with extensive field training is always on duty at the Bureau, assisted by Dispatchers Henry Petry, Walter McKenzie, Frank Virelli, Timothy Davis, and Charles Strouse, to serve you day or night. Gertrude Thompson, Chief Operator, has had extensive experience in operating the teletype and telephone switchboards and is assisted by Teletype Operators Mabel Query and Bernice Orvis who have held down the night shift for many years; also Ann Baran, Helen Zemetis, Katherine Allen and Grace McCann, names familiar to all departments on the teletype circuit.

The telephone switchboard at headquarters is covered on a 24-hour, 7 days-a-week basis by Operators Clairann Noonan, Constance Lattanzio, Rosalie Wisniewski and Alberta Adams. The night trick is ably handled by World War II veterans Henry Slesinski, Dominick Console, and Anthony San Giacomo. Lieut. Paul Lavin, Night Executive Officer, is also on hand at the Communications Division, and his long years of experience in all branches of police work is a valuable asset to the Communications Division.

The first F.M. radio station of 1940 was the start of the present state-wide F.M. radio net consisting of 11 main stations located at each of our barracks and over 300 state police mobile units, including patrol cars, emergency trucks, mobile field offices, ambulances, sound trucks, aeroplane and patrol boats, as well as several portable units in traffic towers.

Three radio laboratories, located at Hartford, Bethany and Colchester, are in charge of Frank Bramley, Supervisor of

Radio Maintenance, assisted by Radio Technicians Elmer Weyh, Wilbur Richards, George Antanaitis and Raymond Benoit. Radio Mechanics Stanley Roback and Anthony Camillieri take care of radio car installation and radio shack and tower maintenance.

Yes, Police Communications is an important and vital part of police business requiring well-trained and experienced personnel who, day or night, must be constantly on the alert to assist any police agency and to coordinate police activities in the event of emergencies.

STATION "A", RIDGEFIELD

Station A reminded one of the old "Black-out Days" when we received a report from the Federal Correctional Institution on May 5, 1947 that a possible riot would occur.

Our entire personnel was alerted, and our Mobil Emergency Equipment was checked and made ready to be dispatched to the scene. The following day it was cancelled, but all was not in vain, as we sure received a good workout.

Greetings were in order for our new officers from the Training School, namely: Frank A. DeFilippo, Donald L. Hurst, William J. Wallace and Donald J. Warner who arrived at Station A on May 5, 1947. - Here's wishing them the best of luck in their new field.

Speaking of "One-Arm-Bandits" -- Officer Edward Giardina sure hit the "Jack-Pot" the other day when he went out to pick up one of these machines and returned with ten of them, along with two

of the culprits who had them in their possession.

We are all very sorry to see our "Kennel Master," Officer Walter Foley, leave Station A on May 17th, when he will take over the Kennels at Station I. Good Luck Walter, on your new assignment, and we all know you will make out OK.

Mr. John W. Leahy, General Manager, of the Danbury Fairgrounds, is certainly busy these days getting ready for the Wednesday Night Speedboat Races and the Saturday Night Midget Auto Races. When these two weekly events start, and traffic starts to flow, our boys who are doing traffic duty should have a considerable reduction in their waistslines.

Officer Leon Merritt was right in his glory when he received an assignment to ride a motorcycle at the Boat races, last Saturday, in Derby.

Officer Louis Stefanek still gaining weight, and in the "Pink" after his spring vacation...Officer John Jones vacationing on the Greens of the Ridgewood Country Club Golf Course...Off. John Small "Irish Silver Fox" getting gobs of practice at the Fairchild Wheeler Golf Course, in Bridgeport, and teaching Off. Jones the finer points of that Scottish Game...Officer Edward Giardina still trying to find time to paint his house...Off. Leon Merritt spending most of his leisure time at the newly organized Miry Brook Volunteer Fire Department... Officer Edward Meagher still retaining the name "Junior"... Officer William McNamara taking photos for Identification Cards, and saying "Face straight - Don't smile (It shows the double chin)".....

STATION "D", DANIELSON

All hands heaved a sigh of relief and settled back into normal living after the official visit of Capt. William Schatzman, Lieut. Elton Nolan, and Sgt. William Farrow. The inspection board seemed to be pleased as a whole and we were pleased that they were pleased.

Off. Joseph Guilbeault checked out his equipment from Station "D" on May 17, 1947, to take with him when he assumes his duties at Station "C". He had his manila envelope with him. We wish him luck in his new duties.

Off. Guilbeault was replaced with Off. Luke Clancy and Officers Marikle and McSweeney were permanently assigned to this station. We were glad to welcome all comers. This includes the two rookies that have been assigned here temporarily, Officers Frank Caskey and Richard Schwartz.

Among the transfer was chef Leo to Colchester. Now he can get to see "Red" more often. We greeted Earl Capron, back from his wintering in Florida.

Among the new arrivals at the Day Kimball Hospital in Putnam was a baby girl for each, that is, Off. Norman E. Winslow and ex-Officer Thomas McGrath. McGrath got to handing out cigars but the best Winslow could do was lolli-pops. Mommas, Poppas, and babies all doing fine.

On any sunny day now one can see Joe Palooka ambling around the lawns of Station "D" either picking dandelions, or pushing the new gasoline power mower.

Leo started a garden before he left, we wonder if Joe gets to labor in that or does it go to weeds.

Off. Donovan efficiently escorted a Quonset hut through our territory to the Massachusetts line. His sigh of relief at the end of the convoy was doubled when the whole thing fell apart about 10' over the Massachusetts line.

We really have been doing some serious work here especially Off. O'Grady. With the aid of Off. McSweeney, two small time criminals were brought to justice for the desecration of St. Stephen's Church located in Quinebaug. This apprehension also solved the mystery of who tried to set fire to the church last Labor Day week-end. O'Grady was also fortunate enough to solve the case of two stolen cars, one stolen from Danielson and found abandoned in Hartford, and the other stolen from Hartford and found abandoned in Chaplin. The juvenile responsible proved to be wanted by the Massachusetts authorities, where eight warrants were on file awaiting his return to that state. O'Grady then picked up two culprits that had been peddling paint materials stolen from Montgomery & Ward Co., in Putnam. He's really getting to be a one-man department, but he says he's getting in the dog-house at home.

O'Grady is not the only one that has had successful cases. Off. Hank Marikle ably assisted in the apprehension of one Joel Bitgood, one of those people that likes to fight fires. He likes it so well in fact that he starts them and then rushes to turn in the alarm so that he can get to ride on the fire-truck.

Off. J. T. Murphy is stalking one Francis Andrews, check-passer deluxe. J. T. has been haunting all dives in Pawtucket and he says he's seen some tough ones but they don't compare with those on Dexter Street. J.T. found out the real name of Andrews and continues to hunt for him under that and the many assumed names he uses. The last man J. T. was looking for we found dead in an old shack in the woods. We hope the same fate doesn't await Andrews.

Off. J. B. Murphy is talking a good game of golf this weather, so Skelly look to your laurels in July. Sgt. Herr is talking a good catch of fish. When he and Off. Russ Olson and Joe Palooka get together the stories grow tall.

Lieut. Albert E. Rivers and Mrs. Rivers attended the graduation exercises of the latest class of rookies to come out of Training School in Bethany on May 2, 1947. Lieut. Rivers was pleased to accept a special award for Station "D" because of the accident free record of its personnel for one year.

Lieut. Mike Smith called this a.m. and advised that Station "D"'s revolver team finished second place in Class 3 of the N.E.P.R.L.

Also among those attending the graduation exercises was Miss Millicent Maloney. We understand that Station "C" is now a house divided. May the best man win.

Off. Caskey has joined Off. Angell and Off. Powell in making up the air crew of Station "D". Caskey takes his share of ribbing from the other two because although he was a B-29 pilot he is

not allowed to fly a Cub.

STATION "E", GROTON

That big, long, "Whoosh" you just heard was the personnel here at the Station expelling all that breath they had been holding - pending, during, and subsequent to the Annual Inspection. Oh, well, 'twas well worth it. We're pretty proud of that final report with the much coveted "OK-EJH" on it.

So it's Spring again (it says here). Webster says that spring is a "fountain of water." Inasmuch as we have always heard that a spring or fountain shoots up, it looks like somebody must have turned the darn thing upside down for the last month and a half. To coin a phrase - "Brother has it been wet!" But it hasn't dampened some of the spirits around here. "Smiler" Hickey returned from his 1946 rest and immediately went to work solving everybody else's cases. Why doesn't he try solving some of his own? (small voice from the water cooler) Disregard that, P.H., it's teamwork that counts. We hear they're calling him Common Pleas County Detective Donohue these days. Must be something to it, cuz Prosecutor Ed. Hammill just won't have n'other. JHS #44 is still spearheading the drive against the slightly pink ladies of the territory, more than ably assisted by Terrible Terry. Besides the rain to disturb the peace and tranquility of the E area, fate dealt us a couple of blows below the belt. First, our chief Det. Sgt. Francis Mangan goes into the Lawrence & Memorial Hospital for a once-over, and is emerging shortly

minus his appendix. Sez he didn't need it anyway. But we've needed him--and how! Then the other nite, olde reliable, Admiral #448 finished his trick aboard and started ashore. We found him in the driveway about five minutes later where he had fallen. Cerebral hemorrhage, the Coast Guard Medics called it. Anyway, he's getting the very best of care over at the home base, USCGA. He says you can't keep a good man down, and we'll tell you right now, John, we believe you. But take your time, boy, take your time. We don't like it any better than you do--but if we can wait, you can. So take your time and hurry back; we all, and I do mean ALL, miss you.

The one and only Clancy moved away to woodsier climes this month, too; don't know what his ex-buddies, the marines up at the base will do without his friendly hints. But we're confident he'll chip a little niche for himself in the hearts of the "D" territory residents.

We're sorry to say so long to Eddie (Red) O'Connor and happy to say hello to another Mac who is replacing him. Come to think about it, -- it's not Mac but Mc. At least McCarthy doesn't need a guide. He's home.

Junior Brown and Ed Steele added their valuable weight to the shock troops at "E" this month, too. A cordial welcome hand to them both.

We don't know where the Boss gets 'em, but he certainly picked out a couple of long ones in that Crotta-Hart combination. And they're already gaining popularity - inside the Barracks and out. "What time have you got Larry?" Another Smith is certainly more than welcome here; after all, the old one we have aint getting any younger even tho he is talking a dude ranch vaca-

tion with Honey Fitz.

Guess we've rambled on long enuf now, so will try that thought for the year once more; THE TRUE MEASURE OF A MAN IS HIS HUMILITY.

SHAW WINNER OF SCHOLASTIC WRITING PRIZE

Short Story Is Third In Contest
Sponsored By Parade of Youth

Robert W. Shaw, 13, of 9 Livingston Road, East Hartford, author of the short story, "The Cedar Box," has been announced as winner of a third prize in the National Writing Awards Contest, sponsored in Connecticut by The Courant through its Parade of Youth section. Twenty of 51 final entries from this state received national recognition in competition with works of 20,000 other student writers throughout the nation.

He is the son of Lt. and Mrs. Frank W. Shaw and an eighth grade pupil at Burnside Grammar School, East Hartford. He entered his manuscript with those of 1000 other contestants in the junior short story classification of the program, sponsored nationally by Scholastic magazine.

--(Hartford Courant)

HIDING PLACE PROVES SAFE

Oklahoma City, Okla.,--(AP)-- If a carton was good enough for their tea it was good enough for their money. So figured a tea company.

When burglars entered the office during the night and took a cash box from a filing cabinet they got no money. The firm's money was hidden in a carton of tea.

STATION "F", WESTBROOK

Last Sunday, the first warm, clear day in some time, brought out an abundance of Sunday drivers, forerunners of the headaches to come. So far, at least, these menaces haven't appeared to hold up any travelers, but that will happen as the season progresses, and then the cutter-in-and-outer will be noticed. This latter driver, who becomes irritated at the delay in a line of traffic, is the one who usually gets it in the neck, but the prime cause can always be retraced to the gawking sightseer who drives along at slow speed to admire the scenery just when traffic is heaviest from the opposite direction, and who then steps on it to get to the next picturesque scene when no traffic is in sight, while cars behind either cuss his actions or attempt to get by, usually at an inopportune time.

The "Gold Dust Twins" have flown the coop! This time they gallivanted to Toronto for the good Captain at HQ. During their absence, their assignment here was adequately filled by "Katie" Haggerty.

A new and welcome addition to our family, "Skeets" Tremalgia, is fitting right in. Until he gets acclimated, his assignments keep him pretty close to Route 1 (43 miles of it), but he will branch out eventually. Funny how they pamper the new boys - two shifts a day are considered enough - and with twenty-four hours in a day, too!

The Sta. F Navy is getting an early start this year. Nothing too serious yet, but if this

keeps up, a real rescue should result before the season ends. Maybe our Navy should expand.

Losing a "Buzz" and gaining a "Butch" - understand he wears his hair that way, too. Green Pastures for Butch, with Buzz moving closer to his.

Much posing going on while the new ID's are taken - maybe we will sponsor a new brand of animal cracker before it's over.

Hear tell' that spring Plowing is in full swing in Niantic again. They do pretty well around here, too.

Spring Plowing? Spring
Fever - Ho Hum.

Ellis Coat Co. Inc.
Pine & Pleasant Sts.
Manchester, Conn.

State Police
Washington Street
Hartford, Connecticut

Att: Lt. Schubert

Dear Sir:

I wish to express once again my grateful appreciation for your most splendid co-operation in locating and reaching Mr. Harry E. Coffey of Manchester on the Merritt Parkway, upon my telephone call to you.

It is truly a tribute to your wonderful organization that a difficult task was accomplished so expeditiously.

Sincerely,

Herbert M. Greenberger
Ellis Coat Co. Inc.

STATION "I", BETHANY

Sergeant Maurice Purtell, looking well after his recent illness, has returned to duty on day desk. He says he feels fine.

Sergeant Harold Theodore Strand is passing out the cigars these days. "It's a boy!" says he, "born on April 27." (Note the grin).

Lieutenant Gene Lenzi came visiting the other day, and that southern sunshine certainly didn't miss him. Good to see you, Lieutenant.

On Saturday evening, May 3, 1947, at the Woodbridge Town Hall, Graduation Exercises were held for the first classes of 1947. The first class of this year was a co-ed one with three women and four men. They have been out in the field since the first of January. Thirty men comprised the last class. Many friends and relatives attended the exercises as well as members of the department and invited guests.

Commissioner Edward J. Hickey presented the new policemen and policewomen with their diplomas and wished them his very best in their chosen work. The Honorable James McGovern, Associate-Editor of the Bridgeport Post Telegram, was made Honorary Member of the Graduating Class, and proved to be in true form with his lively and humorous greetings.

Commissioner Hickey, along with all present, expressed his sympathy and best wishes to Officer Charles Mansfield, at present confined to St. Raphael's Hospital in New Haven, as the result of a motorcycle mishap. Officer Mansfield received his diploma

from the Commissioner at the hospital earlier in the day.

Many other notables were present, including our Chaplains, the Reverends Wagner of Groton, and Kennedy, of Brookfield, Superintendent William J. Roach of the Waterbury Police Department, County Detective Rowe Wheeler, Chief Kenneth Howland, of Woodbridge, FBI Agent Frank Battle and Chief Michael Carroll of Meriden. We missed Monsignor Finn but important duties at the last minute prevented his joining us.

Citations were presented to Det. Sgt. Edward Shedroff and Officers George Boston, Dimitro Pawchyk, and Marcel Simon by the Board of Awards.

Lieutenant Michael D. Smith received a special citation for Distinguished Police Emergency Services.

Station Awards were presented to Lieutenants Tucker, Schwartz, Remer, Mackenzie, Rivers and Clarke.

On Derby Day, Saturday, May 11, 1947, Captain Ralph Buckley, directed traffic from a helicopter over the Housatonic River. Traffic on such occasions always has been a problem. Patrol cars on duty were distinguished by their call letters on top of their respective cars, and radio communication from helicopter to patrol cars was highly successful. Yes I HQ - the Commissioner was up there too, - looking us over as usual to make doubly sure no accidents would befall the students in Yale at Bethany or in the field. Betcha he buys one to go with the submarine!!!

The world is full of willing people; some willing to work, the rest willing to let them.

--Robert Frost

STATION "K", COLCHESTER

Spring came to the garden spot of Connecticut at the usual time this year and, of course, the good gardeners of "K" had rolled and trimmed the soft green carpet we call our lawn, for the morrow was to be a special occasion. Lieut. Lavin had checked everything from cellar to attic, including the garage and personnel and all was serene. But, in every Eden there is a serpent and on this eventful eve it came in the form of a confused motorist who was enroute to the barracks to make a complaint. In the fog and mist that rarely covers this area, he mistook our lawn for a driveway and did not realize his mistake until he was almost to the front door of the barracks. The ever watchful "Charley" Sedar moved faster than was thought possible and had the culprit in tow, but alas there in the lawn stood the serpent's tracks for the inspection board to see and marvel.

In spite of all, Station "K" remained at the same place and the radio, telephone and teletype clacked, buzzed and rang as is their nature and from Bay State, Long Island, a request from the New York State Police came asking for a check on a routine matter and this sent William "Chief" Stephenson into the wilds of Colchester and lo and behold he came up with two car thieves and the solution of four auto thefts in the Long Island area. Two "Georges", Lamberston and Montgomery, had visited Bay State last month and had spent several days in that area. Shortly after their return to this State, an abandoned stolen car was discovered in the Town of Glastonbury.

Later check showed that these boys had inquired in that town if they could buy this car. However, the request from New York pertained to clothes and a dog tag with the Montgomery man's name, that was found in the area. With his usual thoroughness, Bill also found out why these men had visited Long Island and the men admitted stealing four cars from that area and driving one to Glastonbury where they abandoned it before coming into Colchester. Needless to say, the two "Georges" by this time are in the competent hands of our neighbors to the west.

The First Aid sign that "Bill" Stephenson has on either end of his assigned car was noticed the other evening while in the Town of Columbia and he was called on to show his right to display them. He was stopped while on patrol and treated a woman who had severed an artery while in her home and was bleeding profusely. Bill applied his First Aid knowledge and prevented further bleeding and possible shock, until the woman was treated by a physician. A truly versatile officer!

Colchester men participated in the activity concerning violations of the gaming laws during the past weeks and though we take our success modestly, we feel that the work of our newest addition "Eddie" O'Connor, should be made part of this record. Eddie is a native of Colchester and all who have met him since coming into the Department, know his serious approach to his work. Last Sunday Off. O'Connor received his first assignment in the gaming raids and returned with his man and the evidence.

Officer C. Taylor Hart, re-

turned from his sojourn at the shore where we are confident he did his usual outstanding work on Route 1 and 80. Glad to have you back, Charley.

If you happen to visit "K" around dinnertime, and seem to find something missing, you will no doubt find it at either Station "F" or "H". We will miss the lively conversations of our old Timers "Butch" Conlon and "Eddie" Faith when they leave for their new posts.

Even the dinner may be different, as our good chef, Ray Lariviere, is headed north to Station "C" this week and he will be replaced by our old friend, Leo Caya, who we hope does not believe in that old saw that "Man can live on love." For the unadvised reader, Leo's heart throb is a Colchesterite and pretty she is, too....a strawberry blonde.

No doubt Kevin (California) McDonald will be glad to return from his vacation for a rest as he is painting the "Rancho McDonald" over in Portland these weeks.

The paint fever has hit here and "Johnnie" Fersch requests that all recipes for mixing white lead and linseed oil be submitted as soon as possible.

We have had several comments on the new "State Police Patrol" signs throughout the territory. They seem to have caught on. Resort-bound motorists started trickling along our routes last week, and if the signs are true, it looks like the beginning of a busy season.

We have been wondering what the red-headed infant on the

billboards we see on patrol represent, have you???

"Charley" Sedar no doubt had the former monarch of Italy in mind when he named his four inch Pomeranian, "KING." But what's in a name? A rose would smell sweeter than "King" after he met Genus Mephitis last week.

STATION "L", LITCHFIELD

It's a girl at the home of Officer and Mrs. Arthur Johnson.

Officer Fred Staples of Canaan a welcome addition to L personnel.

Chef Julian Durand is sure being missed while on that three weeks' vacation. While Julie is on vacation we can't help but learn first hand that inflation is with us. With hot dogs fifteen cents apiece and a cheeseburger selling for thirty-five cents, let's not go into the price of enough food to feed any of the gourmets at this station.

Clerk Clara Toce enjoying (?) a week of the worst kind of vacation weather.

All glad to know that the Lieutenant's boy Jerry is getting around and much better after his unfortunate accident.

Always in the big station class in deeds, Sta. L is now getting up there in equipment. Last week we got out the new power mower and Officer Ernest Schrader donned his coveralls and squirted oil here and there while the Lieut. stood by with the instruction manual to see that nothing was overlooked. Then the

Lawn Queen was rolled out into the open and the motor started and allowed to warm up. After a last final check Officer Schrader took the controls and went to work on the front lawn while the entire day shift (all three of us) stood by shouting encouragement and advice. Needless to say, the new power mower is a welcome addition to our equipment but never being one to be satisfied I must now start agitating for one of those super-duper models with a little rubber-tired buggy for the operator to ride on.

Now that the Lieut. has completed the identification course we all have to be careful to hand in good impressions because we get them right back and have to take them all over again if they aren't good. While on the subject this writer wants to say that it was indeed a privilege to attend the identification course. This was probably the most valuable in-service training which has been offered to us. Lieut. Frank Chamero, Lieut. Frank Shaw and Det. Sgt. Wm. Menser all did a masterful job in their respective roles of instructors, and while it would be too much to expect that they made experts out of all of us they certainly have imparted a thorough understanding of the problems confronting the identification men, and I am sure that all who were fortunate enough to attend the school feel the time was well spent.

Officer John Wilcox, shutter bug par excellence, has just returned from two weeks' vacation so needless to say the woodchuck population has gone down considerably.

Some people have exceptionally high standards--for other people.
--Richard Armour

APPRECIATION LETTERS

QUARANT BROTHERS
TRUCKING & FORWARDING
9018 FARRAGUT ROAD
BROOKLYN 12, N. Y.

Commissioner of Motor Vehicles:

Dear Sir:

I wish to thank Officer Menard for calling my chauffeur's attention to the defective lights on one of my trailers. It was shorted very badly, and might have caused a fire. In the future whenever I can help in traffic to prevent accidents, please advise me as how we may help.

Respectfully,

Anthony James Quarant Sr.

1046 Enfield Street
Thompsonville, Conn.

State Police
Station H
Hartford, Conn.

Upon returning, after being away since January, I found my property on Enfield Street in good condition, thanks to your supervision.

I wish to express my appreciation.

Sincerely,

Mrs. George S. Phelps

ART DESCRIPTION

In Union City, N.J., a young woman whom Walter Blazeck had picked up robbed him of \$150 and his car. When police asked him to describe her, he offered: "Overattractive."

Code of Honor
of the
Connecticut State Police

* * *

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

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

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

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

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