

# Vox-Cop

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No. 2

## CONNECTICUT STATE POLICE DEPARTMENT



EDWARD J. HICKEY  
Commissioner

OCTOBER 1947

# Yankee BY THE Clipper



VOX-COP

October, 1947

## Home: They Return—Those Who Gave 'Last Full Measure of Devotion'

San Francisco—(INS)—Some of the boys are coming home today—some of the best of those who left so long ago.

These are the tardy ones. They were not here when whistles blew as Hitler's Fortress Europe finally fell. Nor could they come home to kiss the girls and celebrate when the Japanese surrendered and the long conflict was ended.

They were confined to quarters overseas—narrow quarters for death had cut their orders and paused their passage home.

These are the dead who disembark today—the vanguard of 300,000 who fell, leaving footprints on three continents and a hundred isles, leaving bloody wakes and vapor trails to fade from foreign seas and skies . . .

These are the dead, so let this be their day!

The first wave brings some 3,028 ashore at San Francisco, as the Army transport Honda Knot steams slowly through the Golden Gate, her hold full of heroes about to make their last Pacific landing.

The second wave comes soon, and from the East. Some 5,600 more forever-silent men already are at sea, homeward bound from Antwerp aboard the transport Joseph V. Connolly. It's been a long wait in European graves, but in 10 days or so the ship will sight old Liberty's tall torch and they'll be home again.

Some of their fallen buddies will remain in foreign soil, for the next of kin could decide in every case—whether to bury

their loved ones at home or overseas, in private plots or military cemeteries.

Many others lie beneath the sea, while others vanished in a flash of bursting flame, and still others will never be found. For them there is the solemn service for the missing and the white cross in memory.

But the others due finally to be brought back will follow in the months and years ahead, as they uproot countless crosses overseas and keep the line of flag-draped caskets moving homeward.

Today's first wave carries men from all ranks, proving perhaps that death was never bucking for promotion, and in that respect, the dead who disembark today seem somehow representative of all those still sweating out the long homecoming line behind them.

There's a marine major general from Virginia, who saw service at Vera Cruz, the Meuse-Argonne and finally New Caledonia—where he died in 1943.

And there's an Army private from Indiana who also fell in New Caledonia. When he made out his G. I. insurance long before, he had named his brother as second beneficiary—and he never knew that his Marine brother fell months before him in the waters off Kwajalein. The two of them are coming home together on the Honda Knot.

There are heroes of our worst disasters on the Honda Knot—such men as that Utah

Navy captain whose ship lay at anchor in Pearl Harbor one bright December Day in 1941.

He's coming home on the Honda Knot, but the Medal of Honor they gave him came long ago . . .

Those are but a few of the men in the first two waves, but their stories are similar to the rest. And those who disembark today can well be representative of all the dead—and this can be their day.

Flags of the nation flew at half mast while the transport and her flag-draped coffins completed the last voyage.

An escort of 48 planes met the convoy of the Honda Knot and her four accompanying Navy, Army and Coast Guard vessels outside the harbor to guide her to her anchorage in the bay off Marina Park.

All the dead were saluted equally. The 21-gun volley accompanying the dropping of the anchor in the bay was as anonymous as the reverent tributes of the men who participated in the half-hour ceremony.

These included Gov. Earl Warren of California, Gen. Mark W. Clark, Secretary of the Navy John L. Sullivan, Mayor Roger D. Lapham and leaders of the nation's main three religious faiths.

Equally a tribute to all was a Presidential wreath, composed of leaves from all over the country, to be hung on the Honda Knot as she anchored in the bay.

# Harry Deveney 30 Years a Policeman, Has Yet to Take a Day 'Off Duty'

By PETE MASTRONARDI

No member of the Bridgeport Police department can claim to be more faithful to his duties as a law-enforcer than veteran Policeman Harry J. Deveney, of 356 Island Brook avenue, a member of the Traffic division, who has earned the title "The cop who never takes a day off."

During his 30 years as a guardian of the law, Deveney has failed to claim the three regular days off per month to which he is entitled. In addition, he holds the distinction of never taking time off for sickness, although all policemen are allowed 12 sick days a year.

### 1,000-Plus Days Due Him

Should Deveney decide today that he desired a vacation he could go off duty for several months at a time before his supply of day-off tickets would be exhausted. According to associates Deveney now easily has over 1,000 days off due him, but it is hardly likely that Deveney contemplates taking off, for it is in his work that he finds the real pleasure of life.

Recently Deveney was lauded by the Board of Police Commissioners and by Superintendent of Police John A. Lyddy for his outstanding record. He has been on the job, directing traffic at busy Fairfield avenue and Water street, during all types of weather.

No matter if its an extremely hot day, or if there is a blizzard and its windy, Deveney can be found directly in the center of the seven way traffic lane doing his job, which police officials say requires unusual patience and cool headedness to keep traffic always on the move.

Deveney appears on his corner daily at 8 a.m. and doesn't call it a day until 6 p.m.

### Motorists Appreciate Him

At a recent meeting of the Police Board, Supt. Lyddy said:

"Of the countless thousands who pass Deveney's busy corner daily on their way to work or to the next town, many have appeared at my office in recent years to inform



Sun Post photo—Schulze

Harry Deveney on the Job

me of the excellent job Deveney does in handling vehicle traffic."

And Mayer McLevy revealed that his office had received several letters from persons residing in and out of the city lauding Deveney for the efficient manner in which he directs traffic, seldom having tie-ups of buses, cars or heavy trailer-trucks at his post.

Deveney is a native of Bridge-

port. Born in the North End, he attended Island Brook school.

Prior to donning the blue police uniform on Jan. 15, 1917, he worked as a foreman for the Naugatuck Valley Ice company.

Deveney is a bachelor, and according to friends he doesn't drink or stay out late nights—which may account for his diligence on the job. —Bridgeport Sunday Post

# 'Sambo' Black Rock Policeman's

## Self-Appointed Body-Guard

By MILDRED J. BURR

To the thousands of people who pass through Black Rock daily, the small black dog which they may notice, sitting quietly at the corner of Fairfield avenue and Brewster street, is just another mongrel canine.

But to residents and business people of the area, he is a special little dog indeed. He is Sambo, self-appointed friend of Patrolman Hugh Wolfe who directs school traffic at that corner.

Sambo elected himself Wolfe's body-guard about two years ago, and since then his faithfulness has been unflagging.

It is a fidelity that brings material reward, for by the time Sambo takes up his post to watch the school-traffic direction, he has been breakfasted in style, by his friends and mentor.

The system works like this. At eight o'clock, about half an hour before traffic directing time, Sambo arrives at his corner, glances around to see whether Wolfe is ahead of schedule, and if he isn't makes dog-tracks for a certain nearby restaurant where he knows he is awaited.

Like a homing pigeon he makes his way to the counter stool where Wolfe invariably sits, and where, Sambo knows, his breakfast has been ordered for him, in advance. It's an unvarying menu. Corn muffins. And they must be broken up and fed him by his hero's hands.

Once in a while, Sambo is too early. Wolfe is neither on the street nor in the restaurant. These days, folks in the neighborhood say, Sambo proceeds to his corner, efficiently dispatches any dogs, cats, or other obstructions which might interfere with his meditations or confuse his view, then takes up a post to await Wolfe's approach.

Folks were puzzled, for a while, as to Sambo's reason for selecting the north-east corner, rather than the southeast junction, whence Wolfe comes, as vantage point. But the patrolman explained that in a jiffy. Sambo can get a better view down the street from the far corner, he says.

Occasionally Sambo comes in for early morning disappointment. This is on the day following Wolfe's evening of night duty. Sambo waits a logical interval, head between paws, and small dog-face getting sadder and sadder. Finally he takes off for the restaurant where, of course, he is disappointed anew.

Then he accepts the inevitable, sets off for Wolfe's home, a few blocks away, and posts himself sentinel at the door. It may be a

matter of hours before Wolfe appears, but Sambo knows he'll be along eventually, and that breakfast will follow.

During these self-appointed vigils, Sambo is a very Cerebus of a dog except that he has only the normal complement of heads, and permits no one, but NO ONE to enter, the front way, not even house residents.

### He Has a Home

Sambo doesn't belong to Wolfe of course, and while his day hours are passed with him, observing, breakfasting or accompanying him, as Sambo does, on his eight-hour beat, the little dog spends his evenings with his family proper, to whom he's equally devoted.

They are Mr. and Mrs. Ray Johnson, of Fairfield avenue, not far from the Brewster street corner. Mrs. Johnson is known professionally as Mrs. Kay Johnson, and is in charge of the dressmaking department at the D. M. Read company. Mr. Johnson also goes to business each day, so Sambo, being a gregarious little canine, has worked out his loneliness problems by unofficially taking on a police job.



Happy Times: Patrolman Wolfe and 'Sambo' walking the beat.  
--- Bridgeport Sunday Post

POLICE PROTECTION ABOVE AVERAGE,  
FBI SAYS

By Oscar Hume  
(Sunday Post Washington Correspondent)

Washington, --- Bridgeport enjoys proportionately more police protection than most U.S. cities, it was revealed today in the semi-annual Uniform Crime Reports of Federal Bureau of Investigation.

According to the reports, Bridgeport has 1.76 police employes for each 1,000 inhabitants, while the average number of police employes is 1.75 per 1,000 population. Last year, on April 30, Bridgeport hired 1.69 police employes for each 1,000 local residents, while the national average was 1.67 in 1946.

Thus, the FBI report points out, nationally and locally police protection in urban areas has increased.

Crime Increase Seen

While the number of police employes in Bridgeport increased from April, 1946 to the same date in 1947, crime also increased. During the first six months of 1947 the number of offenses known to local police was 1,053, a gain of 10.2 per cent from the first half of 1946 when known offenses totaled 955. Crime, the FBI stated, was down 2.3 per cent in all the nation's cities during the period, January to June, 1947, compared with the like period of 1946. Rural crime over the same two periods was up 75 per cent.

Bridgeport has proportionately more police protection than all cities in its size group where the average number of employes per 1,000 inhabitants is 1.61. It provides police protection with proportionately fewer police employes than the average city in its geographic area---Maine, Massachusetts, New Hampshire, Rhode Island and Vermont---where the average for all cities amounts to 2.00. But New England cities of the same size employ an average of only 1.74 police workers per 1,000 inhabitants.

STATE'S PENAL POPULATION HOLDS LEVEL

Other Institutions in Nation Show  
Increase Of About 5 Per Cent

By Robert D. Byrnes  
The Courant Bureau

Washington, --- The Population of Connecticut penal institutions was practically stationary during 1946, while the population of all state and federal penal institutions was increasing about 5 per cent, the Census Bureau reported Thursday. There were 1023 prisoners in Connecticut institutions January 1 of last year and 1045 on December 31. The national prison population increased during the same period from 134,852 to 141,404 and the state prison population throughout the country increased from 116,214 to 123,782.

There were 716 admissions to Connecticut institutions, and 68 discharges during the year. The admissions included 504 received from court and 128 parole violators. There were 121 unconditional releases, 527 conditional releases.

Three executions, and three deaths other than executions.

Escape statistics showed a balance in favor of the Connecticut institutions, with 16 escapes during the year and 25 prisoners returned after escapes. The national figures, including federal institutions, showed 2874 escapes and 2494 returned from escapes.

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Whether you believe you can do a thing or not, you are right.

---Henry Ford

If you can't stand solitude, maybe you bore others too.

---Bob Gordon in the  
Saturday Evening Post

# are you wasting police personnel?

By Daniel G. Reynolds

**"W**HAT do you mean by selective enforcement?"

This question was put to me recently by a chief of police of an Oklahoma city of 35,000 population. We were concluding a discussion of the city's police problems which resulted primarily from an acute shortage of manpower.

The chief, a veteran police officer, and highly capable, had told me he found it necessary to assign a patrol car and two officers to a warehouse district to prevent burglaries.

"Are you finding that your system of selective enforcement is working?" I had asked. This prompted his question as to the meaning of the term.

"Selective enforcement," I told him, "is a term used to describe a technique employed by the police of the U. S. since Colonial days. You, as a chief with 20 years of experience, can tell me more about its benefits, and how it works, than I will ever know."

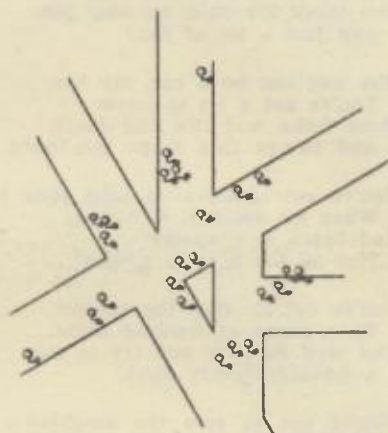
"You mean," he said, "That just because I had enough sense to assign those men to the warehouse district that I am using selective enforcement?"

My answer was, of course, that the assignment of the men to the warehouse area was selective *assignment*, and that *selective enforcement* referred to the activity—to the enforcement effort those men expended in that area in the prevention of burglaries.

I then explained to him that selective enforcement is not an innovation of recent years. Hundreds of police departments throughout the nation

The author is assistant director of field service for the Traffic Division, International Association of Chiefs of Police, and a veteran police officer and former director of Public Safety for Miami, Florida. He attended the Northwestern University Traffic Institute's initial traffic police administration course and joined the IACP staff in 1941.

Mr. Reynolds spent six months in Tokyo last year with General MacArthur's staff as special advisor on police matters, establishing the police personnel training program now in use in that country.



have used this method of enforcement in solving specific police problems.

A city department does not assign its vice squad to the residential area, nor does a state police department assign its personnel to non-populated areas. The city chief wants his men in the areas where vice is known to flourish. The state chief wants his men in those locations where experience shows that trouble can be expected.

Intelligent application of the theory of selective enforcement is most needed today in the control of traffic accidents. The reason is simple. No chief will ever have adequate personnel to patrol all locations of high accident frequency. These areas, naturally, are those of the highest traffic law violation. Because of the vast grillwork of streets to be covered, and the increasing thousands of vehicles using them, intelligent police administrators know that they must depend upon selective enforcement. They must have available men in the danger areas, and during those times that accidents are happening.

Uninformed critics of the selective enforcement principle of traffic control, ignore the obvious fact that it is used in about all phases of policing.

Adequate and intelligent traffic law enforcement has positive effect on the accident experience of a city or state. City and state departments, in ever increasing numbers, are proving that enforcement is an *extremely* important phase of traffic accident prevention. Among the larger cities are Detroit, Los Angeles, Seattle and Washington, D. C. Among smaller cities which have proved that selectivity in enforcement reduces accidents and deaths are Oakland, Houston, Lansing, Evanston, Norfolk and San Diego. There are scores of others.

Traffic deaths have been kept below the all time high of 40,000 in 1941 as a result of diligent work by public officials and citizens groups. But that is not enough. It does not justify a complacent belief that the effort has been ample, that the 1946 record of 33,700 traffic deaths is the penalty that we must pay for being the wealthiest and most motorized nation on earth.

Further reduction is possible. The nation's 1946 mileage death rate was 9.7. Connecticut, however, had a rate of 4.7, and Wichita, Kansas, 5.2. Why is it possible for the State of Connecticut, and Wichita—a typical city, to effect reductions? Because they are using intelligent programs of control, embracing selective enforcement, and because they refuse to believe that the nation's 9.7 rate is normal and nothing to be alarmed over.

Selective enforcement achieves improvement in policing by use of existing police personnel and equipment. Applied to accident prevention, it embraces three factors: time, place and violation.

Officers charged with prevention of accidents must be at locations where accidents are happening. The accident problem cannot be solved by area policing. As in battle, men must be deployed in greatest depth in those

areas where the enemy is expected to strike. Officers who have practical knowledge of the accident situation in their localities are aware of this truth as it applies to prevention.

Assignments must be made after careful study of where the jurisdiction's accidents are happening. Once these locations are determined from spot maps and location files, time of day that accidents occur must be considered. Just as there are locations of high accident frequency in every community, there are peak accident hours. Generally, about 50 per cent of a city's accidents are experienced between the hours of 2 and 10 p.m. This, of course, is influenced by local conditions. An administrator's failure to allocate traffic enforcement and accident prevention personnel to accident prone locations during peak accident hours, and in the approximate ratio, cannot be justified. Ignorance does not excuse him, nor, in most instances, does his lack of manpower.

Violations, the remaining basic factor, do not require the same detailed study as do time and place factors. It is necessary that officers know what violations are contributing to the accident experience. His enforcement efforts can be restricted, as far as reasonableness permits, to those violations. This does not infer that he will concentrate on this type of violation to the exclusion of others which are equally dangerous. This is generally not a problem among experienced police personnel. They know that they are responsible for enforcing all laws.

An example of one type of misdirected enforcement effort was found recently in a west coast city. During June, 42 per cent of all traffic arrests were made for stop sign and speeding violations. Analysis showed, however, that these violations contributed to only 23 per cent of the accidents for that month. It is obvious that other violations contributing to the city's accident experience were ignored.

Analysis, methods of supervision, planning and other refinements are required to organize and administer a sound program of selective enforcement. Its objective is enforcement applied where accidents are happening, at the hours they occur, with special attention given to those violations contributing most to the jurisdiction's experience.

Public Safety

## So You Want To Be A Cop?

By

SGT. CHARLES B. ARNOLD

In Charge Forgery Detail, Phoenix  
Police Department

(Sheriff and Police Reporter)

So, you want to be a cop, eh?  
And wear a badge and gun.  
You think it's such an easy job.  
And just a lot of fun?

'Ere you can be a cop, my son,  
You've got a lot to learn  
'Bout folks, and life and death,  
And things that make you burn.

You've got to learn to keep your head.  
When all about it is wrong,  
And listen to a cussin'  
Just as tho it were a song.

You've got to stop the rooster,  
That crows at dead of night.  
And step right in and try to stop  
A friendly family fight.

You've got to stop the neighbor's dog  
That's chasin' grandma's cat  
And stop that gang of noisy kids  
That live in the upper flat.

You've got to hear the pleading  
Of a mother filled with grief—  
Begging you to spare her boy  
Who's always been a thief.

You've got to arrest your brother's son  
And lock him up in jail;  
And just because you are a cop  
You cannot go his bail.

You must retrieve the lowly drunk  
Who's lying in the gutter.  
No matter how he bites and kicks  
And growls and swears and sputters.

You must cut down the suicide  
Who's hanging by the neck;  
No matter what the circumstance  
You still must show respect.

You'll have to take your dearest friend  
From the tangles of a wreck  
And straighten out his broken form  
Tho' a lump gets in your neck.

You'll have to save the town's big shot  
From the rough hands of his foes,  
Just to be called a lousy cop  
When you step upon HIS toes.

You'll have to watch your buddy die  
From the gun shot of a rat;  
Then, tenderly, you will pick him up  
Remarking, "Well that's that."

And these are just a few small things  
That make a copper's job;  
He has no time for frivolity,  
He has no time to sob.

And now that I have made it clear  
About a copper's fun—  
Do you still think you'd be a cop  
And wear a badge and gun?

-----ON GUARD

### Quick Facts About State Parks and Forests

(Connecticut Progress)

Connecticut covers an area of approximately 3,200,000 acres. Forty-five states are larger geographically.

Yet this little state has 54 state parks and 25 state forests. The parks cover 15,000 acres and the forests 119,000.

The preservation, maintenance and development of this land is entrusted by the State of Connecticut with the State Park and Forest Commission.

"Keep Connecticut Green" is the commission's motto.

Its program is twofold: to preserve and develop forests and streams and to provide the people of Connecticut with outdoor recreation.

It maintains three salt water bathing beaches . . . Sherwood Island in Westport, Hammonasset in Madison and Rocky Neck in East Lyme.

Many parks and forests carry original Indian names . . . Mashamoquet, Hammonasset, Waramaug, Quinebaug, Housatonic, Meshomasic, Quaddick, Algonquin, Cockaponset, Wyant-enock, Mohawk and Tunxis.

More than 1,900,000 persons, a number in excess of the entire population of Connecticut, visited the state parks in 1946.

Present indications are that the 1947 attendance will shatter even pre-war figures.

CSP handles most of the traffic to these Parks and is pleased to cooperate with these pleasure seekers.

REGISTRATION UP 8  
PERCENT IN CONNECTICUT

Car registration for the first quarter of the year showed an increase of about 8 percent over the same period last year, according to Commissioner Elmer S. Watson of the motor vehicle department. A total of 512,589 vehicles were registered.

(Automotive News)

TAILOR LEAVES BEQUEST TO  
POLICEMAN WHO HELPED HIM BECOME  
AMERICAN

Boston -- (UP) -- Nearly 40 years ago an Armenian immigrant named Marcus Kalmekier arrived here with three ambitions, to open a tailor shop, to make money and to become a star spangled American, first class.

Scrimping and saving, he got together enough capital to open his shop. But he learned business fundamentals and citizenship from the neighborhood policeman, Francis C. Riley.

"Now what kind of a sign is that," was the first thing Riley asked him. "Your name's too long. Take it down and make it just 'Mike the Tailor.' You gotta keep things plain and honest as corned beef and cabbage in this country."

Down came "Marcus Kalmekier" and up went "Mike the Tailor."

"Next," Riley explained, "you gotta get the language down pat and pick up the customs, like reading the cartoons and going to baseball games."

Mike studied. In time he spoke excellent English and was an avid comic paper fan. He saw baseball grow into big time business and when he died last month he knew the batting averages of most players on the Bos-

ton Red Sox.

He never seemed to find time to get married.

Mike's will was probated today and to Riley, who had been retired from the force, he left his shop and possessions, valued at \$47,000.

"Please," he wrote in the will, "keep the sign on the shop the way it's always been, just 'Mike the Tailor.'"

CORONER CLEARS JEWELER IN SLAYING  
SEES ACTION SLOWING UP GANGSTERS

(Effective Crime  
Prevention - Vox Cop)

Bridgeport, -- Coroner Theodore E. Steiber not only cleared Libero Pulito, an East Main St. jeweler, of criminal liability for the fatal shooting of James Martina, alias Salvatore Margaglione, 47, an ex-convict, of New Haven, August 13, but commended the merchant for his recognition of the bandit as a man who previously had held him up for his quick decision to defend his property and life, and finally for his marksmanship.

Basing his finding on a practical standpoint rather than on legal requirements and the niceties of the law, the coroner says shooting on sight may be a serious matter, but when a citizen is certain he is confronted by an armed robber a decision similar to that made by Pulito may have a tendency to "slow up" other gangsters.

The evidence, according to Coroner Steiber, disclosed that when Martina entered Pulito's store at 727 East Main Street about 10:30 a.m. August 13, the jeweler recognized him instantly as one of two men who had held



him up and robbed him on July 1. On that occasion Pulito was left bound and gagged by the bandits who cleaned his safe of its valuables.

Sparing for time to reach his revolver, Pulito, the coroner asserts, said "excuse me" to Martina. When he turned to face Martina again, the finding states Pulito saw the bandit reaching for a revolver in the inside pocket of his coat.

Without further ado, Pulito shot three times, and then called the police, the coroner says. When the police arrived they found Martina dead on the floor of the jewelry store. He was carrying a loaded revolver in the inside pocket of his coat, a pair of gloves and a length of rope.

"It appears further," the finding continues, "that Martina has a long record as a confirmed criminal, having been engaged in holdups, robberies and other crimes over a long period of years.

"From the description of the articles found on the body of Martina by the police it is rather certain that Martina entered Pulito's jewelry store with the intention of robbing him, and the rope, the gloves and the gun all serving their various purposes." -- (Vox Cop)

ON COURAGE by J. Edgar Hoover

"He that loses wealth loses much:  
but he that loses courage  
loses all."

--Cervantes

J. Edgar Hoover, Director of the FBI, says, "Cervantes' words affirm that courage is a priceless ingredient of character. The will to do, the tenacity to

overcome all obstacles and finish the course, the strength to cling to inexorable ideals, are rooted in courage. It is the outward manifestation of our spiritual development.

"I have never seen a courageous criminal. True, some exhibit bravado behind a gun or in the protection of overwhelming numbers, but that is not real courage. I am speaking of the kind which is vital to the preservation and perpetuation of a free nation: the mental and moral courage which drives us to seek truth.

"It is the kind which enables us to stand by our convictions, to uphold right for the sake of right. It was this courage which built America. This is the high courage we must develop as pioneers of the Atomic Age. In Cervantes' words lie both a challenge and a warning."

(This Week 7-20-47)

STATE BUREAU OF IDENTIFICATION  
JULY 1st, 1941 to JUNE 30, 1947

Criminal Finger Prints Received	49,444
Civilian Finger Prints Received	140,621
Criminal Records Processed & Recorded on File	36,120
Identifications Made by Finger Print Comparison in Bureau Files	13,546
Criminal Finger Prints Received With no Previous Arrest Record	14,938
Criminal Finger Prints Received from State Police Stations and Divisions	15,260

STATE PRISON INMATES  
AGE AVERAGES 23

Variety of Vocations Revealed in  
Visit of Chaplain from Italy

By E. Roy Ray

The average inmate of Wethersfield State Prison is 23 years old and may be occupied in any one of a variety of vocations, from painting signs for the State Highway Department to making women's pocketbooks.

Earns \$75 Monthly.

At least one inmate makes as much as \$75 a month from the sale of leather goods he produces in his cell, while 40 others play instruments in the prison band and 35 voluntarily attend classes that will give them an education close to the high school level. In all, there are 740 inmates at the prison and Enfield State Farm within 60 of the capacity of these institutions.

These facts were disclosed Wednesday by Warden Ralph H. Walker when the State Prison received the praise of Padre Carlo di Naldi, visiting prison chaplain of Florence, Italy, and head of an Italian prison reform movement.

The seemingly high number of inmates is not a record, although it is 40 more than the number last year. Warden Walker pointed out. In recent years, he said the prison and farm have held as high as 812 men, although their combined official capacities total 800. Of the 740 serving sentences, he said 160 are assigned to the State Farm.

The average age of inmates decreased steadily during the war years, until now it stands at 23 years, the warden stated. He said he partly attributes the comparative youth of present-day

state prisoners to the wartime wave of juvenile delinquency.

The diverse industries and handicraft projects to which the bulk of inmates devote their time are an integral part of the state institution's rehabilitation program. They date from July 1, 1934, when Federal abolition of prison contract labor caused a reorganization of the Wethersfield institution's industry, which had been devoted for several years to the production of men's shirts for outside contractors.

Now, although they have regular assignments to the prison laundry, sign shop and other duties around the institution, inmates are able to turn their skills to producing such items as copper lanterns and ash trays, leather belts, pocketbooks and billfolds, and even paintings and fancy sewing work, both with the encouragement of the prison administration and occasional profit to themselves and their families.

Gustave G. Raisch, administrative assistant, declared that approximately 25 inmates make regular deposits to their accounts at the prison office. Many, he said buy Victory Bonds.

One inmate, serving a life term, has averaged \$75 a month over a period of 10 years through the sale of leather pocketbooks, which bring prices ranging between \$40 and \$50 each. The man's products were once praised by a visiting Boston leather goods manufacturer as "the best work he had ever seen," Mr. Raisch asserted.

Another prisoner averages between \$30 and \$35 a month making metal ashtrays, he said. The items produced by inmates are placed on sale in show cases at the prison's main entrance. The displays Wednesday included pil-

low covers, belts, wallets, pocketbooks, decorative copper lanterns, a variety of metal ashtrays, a three-foot model power launch, a model stage coach, several needlework items and some knitted articles, including pink and blue baby's booties.

One of the things of which the administrators are the most proud is the imposing, if little-publicized, war record of 44 former inmates who served overseas with the armed forces. Of this number, 34 were parolees who enlisted and 10 were men paroled to enlist. None has since had trouble with the law, Warden Walker said.

Of the 44, two died in action, and several were cited for bravery, holding among them such decorations as the Silver Star, Bronze Star and Purple Heart. Two are still in the service.

Warden Walker recalled one inmate, who, after being paroled to enter the Army, seemed determined to earn the title of "least likely to succeed." Five times he was reported AWOL before he was finally shipped overseas.

One day several months after the war ended, the warden found his former charge waiting for him in his office. The ex-inmate, resplendent in a sergeant's uniform with a Bronze Star on his chest proudly informed the warden that he had acquired a wife, a small son, and because he had learned to like it had reenlisted in the Army for three years more. --(Hartford Courant)--.

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#### TRAIL BLAZING

Motorists travelling along the important state highways the past month or driving through the cities have been intrigued by mysterious chalk marks on trees, on utility poles, and even upon

highway traffic signs. These markings have taken the form of numerals, crosses, arrows and other symbols. Almost every part of the State had been visited, it seemed, by some far and fast moving trail blazer.

Now the mystery has been solved. The State Police have trailed the trail blazer and found him to be none other than a circus advance man, who had been making it easier for the circus, moving by motor caravan, to find its nocturnal way across Connecticut countryside to the next day's pitch.

The placing of unauthorized markers on the highways is unlawful. It is not only a dangerous practice, but it is a disfiguring one as well. Travelling circuses are not the only offenders. Organizations many times blaze their way to picnics and outings in this manner. Advertising and household canvassing crews often blaze trails through residential areas. Even the lowly tramp sometimes blazes the trail for his companions, leaving chalk marks pointing to where generous housewives live, or warning against the presence of a vicious dog.--New Haven Journal Courier.

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#### STEEL-JACKETED FACTS STOP AN ARTIST'S CONCEPT COLD

Nothing punctures an artistic concept more effectively than a bullet, it seems.

Stevan Dohanos found his ideas drilled with bullet holes in illustrating the third and fifth installments of the current serial by Clarence Budington Kelland, "Extra! Extra!"

Electing to paint a third-installment scene in which the heroine rolls a bullet-punctured tire into police headquarters,

Dohanos conjured up a mental picture of a white-wall tire with a jagged, gaping hole. Prudence led him to visit the Westport barracks of the Connecticut State Police, however. There he called for volunteers to shoot holes in tires.

"We fired a dozen rounds into a tire," he reports. "It appears that the bullet holes, far from being jagged, practically seal themselves. It was very disappointing."

Another disappointment ensued when the artist selected a fifth-installment scene in which "P.S." the hard-drinking reporter in the serial, is wounded by a bullet fired through his auto windshield. This time Dohanos felt sure a broad, jagged hole would be true to fact. But he asked his police friends to apply the test. The result was highly unspectacular. Jagged bullet holes appeared to have gone out of style with the smooth-bore musket. So, sacrificing art for accuracy's sake, Dahanos kept his bullet holes down to what uninformed scoffers might regard as .22 calibre or even BB size. --(Saturday Evening Post)--.

#### TODAY'S BRIGHTENER

Muggsie II, the police headquarters cat, likes to snooze in the "Outgoing Mail" basket on Chief Godfrey's desk. But policemen keep bothering him, lifting him up to take mail out of the basket.

So today, a sign protects Muggsie's slumbers:

"Notice: Do not disturb! Occupant works Squad C (midnight to 8 a.m.), must have rest to perform his duty satisfactorily in accordance with Section CAT of the police manual. Per order Chief of Police.--Hartford Times.

#### STATE POLICE METHODS

New London Day

The test of a helicopter by the State Police, as an aid in the direction of traffic at the crew races on the Housatonic river on May 10, was not only successful but probably a forerunner of the use of the same hovering type of aircraft on future occasions. For instance, it is likely that a helicopter will be used over the Thames on June 18 when the Yale-Harvard regatta takes place here.

The State Police Department under Comsr. Hickey thus has another "first" to its credit, for this is the first use of a helicopter to assist in directing traffic, so far as is known. The Connecticut State Police Department was the first to use frequencies. The advantage of "FM" radio for State Police purposes is that it is practically immune to static and other interference.

There is at least some prospect that the State Police may put another recent invention to good use along the sound, and perhaps in the Thames River, for it has been seriously suggested that the police ought to have a "duck" of the type used by our forces during the war--an amphibious machine, capable of traveling equally well on land or water.

All three of these developments call immediate public attention to the enterprise and thought devoted to his job by the commissioner and his able assistants.--(Waterbury American)--.

#### FAMOUS LAST WORDS

Well, if he won't dim his, I won't dim mine!--American Freeman

PAWNBROKER "DETECTIVE"  
TRAPS UNWARY CRIMINALS

New York,--(AP)--Harry Wiesenberger, a portly pawnbroker, is the lazy man's Sherlock Holmes. He sits back, chews a cigar and waits for criminals to come to him.

Hundreds of them have stepped unwarily into his West Side hock shop. When they do, he is set to seize them for the police. It is his hobby.

A big man with great, sad spaniel eyes and an uncanny nose for wrongdoers, Wiesenberger in 20 years has turned up at least \$250,000 worth of loot.

His tips have won three police recommendations and a reward for capturing a notorious, jailbreaking Connecticut jewel thief.

"Once they come in here," Wiesenberger shakes his head, "they're sunk."

If a thief tries to sell stolen goods the wily broker somehow senses it. "If there's anything fishy," he says, "my experience in this business tells me."

If the stranger fails to identify himself, Wiesenberger signals a clerk to lock the doors, finds an excuse to slip into the store vault and there summons detectives from a nearby precinct station.

"When he calls," says one detective, "we hop right over there; he seldom misses. He nabs two or three thieves a week for us."

New York cops are amazed at Wiesenberger's pluck. Not only does he risk accusing an innocent person, they say, but he invites gangland revenge.

Friends always are warning him "to take it easy." He gets unsigned, threatening letters regularly, but of the hundreds of felons he has cornered--and many were armed--only one has drawn a

gun.

Before the thug could fire, a clerk had barred the door--from the outside--Wiesenberger scrambled into the vault, and the store was encircled by police.

In case, however, that sometime his feet may not be so agile Wiesenberger keeps a .32 revolver handy.

In wartime, he found a sideline to crook-catching. He landed dozens of phony service officers and AWOLs.

But professional thieves are his favorite foes.

Among those he has netted was one who had a collection of 28 hotel room keys. His trick was to ask at a hotel desk for the key to a certain room, telephone the room and--if there was no answer -- go up and pilfer it.

Another time the broker, suspiciously peering into a suitcase a customer had placed on the floor, retrieved a stolen submachine gun.

Easily his prize, though was the Case of the Missing Valet. In 1928 the plush Long Island home of Sir Ashley Sparks, a steamship line official, was looted of a number of gems. Some reports had it that the loss totaled \$75,000.

While police grilled Sir Ashley's servants and hunted for his vanished valet, the wanted man appeared at Wiesenberger's store. When the valet offered to sell for \$250 a diamond ring that the shrewd broker knew was worth \$1,000, Wiesenberger collared him. The valet later surrendered all the loot.

Wiesenberger considers himself an apt amateur criminologist. He reads everything he can find on the subject. When not at work--at 47, he is a bachelor--he usually may be found at the West 54th St. precinct station, talking with detectives, or speeding

in his car to the scene of a reported crime.

He carefully keeps all newspaper clippings on his hobby. But he has concluded that robbers do not read the papers. "If they did," he says, "they wouldn't come into my place, would they? See?"

#### THE LAW AND MR. BUMBLE

"The law," said Mr. Bumble, "is an ass," and every so often the layman is given reason to suspect that Dicken's pompous little beadle was not entirely the noddy he seemed. In New York recently, there have been two holdups, and in each case the criminals confessed their crimes freely. But each time the victim of the holdup was unavailable to prefer charges; the first man because he died in an automobile accident a few minutes after the crime, and the second man because he was thoughtless enough to walk away after shooting one of his assailants. Therefore, there can be no punishment, for the law provides there can be no conviction for crime unless there is evidence beyond the criminal's confession. At the other extreme there is the case of William Cimillo, who was so moved by the approach of spring last March that he abandoned the bus route he drives in the Bronx and giddily wheeled his forty-four-passenger bus all the way to Florida. The company for which he works forgave him promptly, for he had a splendid record before his burst of errancy; the company even posted bail for him and gave him his job back. But Mr. Cimillo, according to the law, must nevertheless face trial for theft of the bus.

The jurist will assure us that

these are unusual cases, and the law must not be criticized for its peripheral lapses. Additional evidence must be adduced beyond a mere confession so that all possible protection is available to an innocent man who may, by reason of a delusion or coercion, confess to a crime he did not commit. Mr. Cimillo must be tried because theft is primarily an offense against society and only secondarily against the person who was victimized. In both cases the basic philosophy of the law is closely involved. The lawyers are probably quite correct in their contentions; all the same, it just doesn't seem right.--(N.Y. Herald Tribune)--.

#### TWO PALS DRIVE CAR AT SAME TIME COURT SENDS THEM TO PSYCHIATRIST

Detroit, -- (NANA.) -- There's such a thing as carrying friendship too far, traffic judge George T. Murphy ruled here.

The ruling was occasioned by the eccentricity of Harold F. Watson and his neighbor, Orlando Ranoni. Both were convicted of reckless driving for attempting to drive the same car at the same time.

Patrolman Stanley Wojdyla told the court his eyes popped when he saw a car going down Bellevue Avenue with Orlando blithely manipulating the steering wheel from a standing position behind the front seat.

After he stopped the car, he found Harold lying on the floor. Harold had been manipulating the pedals with his hands.

You see judge, we've always been pals," Orlando explained in court.

"We were in the Merchant Marines together -- "chimed in Harold. " -- and we got jobs in

the same factory when we came out," added Orlando.

"So we always drive our car together," they concluded in chorus.

Judge Murphy sent them to the psychiatric clinic for examination pending sentence.

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STATE POLICE TURN FIREFIGHTERS  
SAVE BARN FROM LOSS

Stafford Springs,--Quick action by State Policemen James McCormick and Walter Smiegel of the local barracks was credited with preventing the possible destruction of a barn owned by Charles Matteson on the West Stafford Road where they discovered a fire.

Using a blanket taken from their car, they beat out the flames and kept the fire under control until firemen arrived to complete the job. Firemen credit their action with keeping damage down to an estimated \$25, whereas, if the fire had been allowed to spread much further, the whole barn and its contents would have been lost, they said.

The two officers were returning to their homes about 12:30 A. M. when they discovered the small blaze. Officer Smiegel radioed the barracks and the Staffordville Fire Department was notified. Attracted by the noise of the firefighting, Mr. Matteson brought water to the scene and assisted the officers in keeping the fire under control until the firemen arrived. Damage was confined to a small section in one side of the barn.

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DANGEROUS MANIACS

Widespread publicity for sex crimes has been urged by FBI Di-

rector J. Edgar Hoover as a provenly effective means of fighting offenses of this kind.

Writing in the July issue of the American Magazine, Mr. Hoover says:

"I would like to see every newspaper in the United States join hands in surveying the communities they serve, to see to it that laws are adequate, that law enforcement has the manpower, the facilities, and the will to combat this menace, to see to it that boards of education through the public school system are doing all they can in order that young Americans may be prepared and protected; to see to it that parole boards and courts are not turning loose sex fiends to prey on women and children."

This has been the endeavor of the Daily Record for many years, and there is much satisfaction in the knowledge that the Massachusetts Legislature only recently passed laws incorporating many of this newspaper's recommendations concerning these dangerous maniacs.

Mr. Hoover is entirely right when he says:

"No judge should ever agree to letting a sex offender come to trial without first being subjected to medical and psychiatric examination.

"If laws do not provide for this without their consent, then new laws should be forthcoming.

"If criminals are suffering from mental or physical disorders society's stakes are sufficiently high to demand corrective treatment.

"If the criminals are beyond physical or mental repair, isolation from society is the only answer."--(Boston Daily Record).

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Don't try to beat the traffic light. Someone may be late.

MADISON COP GIVES  
FISH GAME OOMPH

George Heinold, Madison's favorite cop, is rapidly becoming one of the country's favorite outdoor writers.

George's stuff on striped bass fishing, and angling for other species right here on Connecticut's doorstep, has revealed to Connecticut sportsmen-anglers a lot of things they themselves didn't know could happen in this state.

His latest in the plushy Field and Streams is called "Jack Pot Bass," and should convince striped bass addicts that the Niantic river isn't the only place where this species can be taken.

George, a shrewdly observant gent, which makes him both a good sportsman and a good cop, was the first to tell The Herald that small school stripers could be taken on streams with a fly-rod, a fact which was duly reported in this paper half a dozen years ago.

George and his angling companions have taken these bulldogs on comparatively light tackle from a number of tidal streams in and around Madison. He has the photographic proof that fish up to seven and eight pounds can be taken on such tackle and in such places.

His discovery and The Herald's reporting of it have been the source of added sport for anglers were beginning to be a trifle dissatisfied with the usual equipment employed in angling for this species.

His stories and war restrictions on travel were largely responsible for a number of striper addicts discovering that it wasn't necessary to journey to Niantic or Rhode Island for good fishing.

And being good sportsmen Con-

necticut anglers, especially those who live west of Madison are thanking George for discovering for them things they might have found out on their own account had they been a bit more observant.--Sunday Herald.

THE LAW OVERTAKES CURLEY

There is nothing inspiring about a public official being sentenced to prison, except that it shows that they are not above the law. That is particularly true of James M. Curley, Boston's mayor, who yesterday lost his plea to escape serving sentence for using the mails to defraud. Judge James M. Proctor of the Federal Court for the District of Columbia was not impressed by Mr. Curley's plea that a few months in jail would further impair his health. And for that matter it is to be hoped that an appeal to President Truman for executive commutation of the sentence will fall on deaf ears.

It should be remembered that the crime for which Mr. Curley was convicted was committed while he was a Representative in Congress, and to make it more heinous the scheme involved war contracts. It not only involved the dishonesty and unfaithfulness of Mr. Curley and his associates in the scheme, but was a reflection on the integrity of public officials who were to be influenced by these criminals to toss contracts into the laps of their clients. It is time the law caught up with Mr. Curley for his abuse of his own high office and for betraying the trust of the people who sent him to Washington.--Courant.

Rely on your brakes instead of your horn.



### CRIME BUSTERS FOR ELM CITY PICK NEW NAME

The new temporary name of the Committee for the Prevention of Crime and Delinquency for New Haven is the Citizens Committee for the Welfare of the Community.

Purpose of the organization is to focus public attention on community responsibility for the prevention of crime and delinquency, and to organize united effort for a crime free community.

It proposes solely to supplement the work of the permanent character building, social and law enforcement agencies, and to apply the finding of various surveys on crime and delinquency in concerted action.--Sunday Herald.

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### HEAVY EATING POLICEMAN

Seattle,--(AP.)--Feeling a bit hungary at 6 p. m. and unable to wait for an eating contest, Police Patrolman Bill Hill polished off a snack of two hamburger steaks, four platters of spaghetti, five cups of coffee and two dishes of ice cream.

A couple of hours later he entered, and won, a steak eating derby wrapping himself around seven steaks and a strawberry sundae.

"I could have eaten more," Hill said, "but everybody else quit and I didn't want to show off."

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### PLANE CREW NEEDS SUGAR

Just a good meal isn't good enough for an airplane crew before a flight.

If a pilot eats a meal containing lots of sugars and starches, his personal ceiling may be

raised by half to three-quarters of a mile. Flying in lofty altitudes after a meal high in fats and protein results in lowered physical and mental fitness during flight.

Tests, given by scientists at Columbia and Northwestern Universities, included finding out how well the crew operated instruments saw objects and passed psychological tests.

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### HOLDUP STORY PROVES FALSE

New York,--(AP)--John Foley, 48, who dashed into a hospital in only his shoes and socks and said a holdup man had set him on fire, now says he made up the story, police said today.

A detective said Foley's clothes were set on fire after he picked a bottle out of a trash can and his cigaret ignited the contents. Rushing to a hospital, undressing as he went, Foley told a tale of an enraged holdup man who threw lighter fluid on his clothes and then touched a match to it.

He did it, police said to get speedier attention at the hospital. He was burned seriously.

(This will be an offense in Conn. after October 1, 1947.)

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### BROADCASTING PILOT GETS TICKET FROM FLYING QUEENS COP

New York, --(AP)-- It took a couple of flying cops to shut off a new kind of commercial on the airwaves.

Residents of the Rockaways section of Queens complained that a small aircraft, equipped with a loudspeaker, had been flying around interrupting their afternoon naps by blasting out advertisements of a suntan oil, policemen in a department plane

caught up and ordered the other pilot to pull over--into the nearest airport--where they handed him a summons charging use of an amplifier over park property.

The advertising plane took off again--but skipped the commercials.

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SCHILLERS END 62 YEARS  
SERVICE ON POLICE FORCE

The police service of two generations of the Schiller family ended recently with the retirement of Sgt. Carl Schiller.

But habit is strong. When the sergeant was riding in a car equipped with a police radio a few days ago, the dispatcher's voice rasped, "Car 18, come in." And, the sergeant says, "I nearly tore off my fingernails trying to pick up the microphone--and there wasn't one."

The Schiller family began its police service in Hartford in 1879. That year marked the first assignment of Charles A. Schiller as a policeman. He retired in 1913 after 34 years.

In 1919 (on St. Patrick's Day, "and me of German descent", he says) Carl F. Schiller, son of the policeman, became a supernumerary. He became a sergeant in 1929 and retired last month.

"There never was a stain on my record," he says. "That's due in great part to my dad's service. He never once was reprimanded. I tried to keep my record just like his."--Hartford Times.

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POLICEWOMAN ALICE

Men never rattled little Alice McCarthy. She had dates when she was a girl, but her serious attention she reserved for her

singing career. When that fizzled after a few broadcasts over Chicago's radio stations, Alice did not weep. In 1925, she joined the Chicago police force. By last week she had become a veteran and one of the city's best-known cops.

Alice is a brisk, sandy-haired woman, with thin lips and level blue eyes. Even when she was a rookie, fellow cops on the auto-theft detail admired her for her cool nerve. She went anywhere any time, and she carried her blue .38-caliber service pistol as naturally as she did her handbag. In a year, she built up quite a record of arrests.

The Finer Things

The cops wondered, at first, whether Alice would really use her .38. She settled that in 1927 when she surprised a 14-year-old boy stripping a car. When he tried to run away, she dropped him with a slug in the right thigh. In 1934, detailed to hunt purse-snatchers, she winged her second thief with one shot. A month later, she shot another thief.

No. 4 was tougher. He stepped up behind Alice, slugged her from behind, grabbed her purse and beat it. Alice straightened up, yelled "Stop!", let go at a range of 75 feet, and for the first and only time in her career killed a man.

By 1946, two more had been added to her list: a youth suspected of robbing parked couples, and a sailor who tried to strong-arm her in a public park, when she was walking her beat. Otherwise, Alice McCarthy's life had taken on a fairly sedate pattern in her middle age. She lived alone in a South Side apartment, went to the opera, studied French and Italian and went to Mass on Sundays. "I like all the finer

things of life," she said.

Number Seven

Her beat was mostly in dark parks and lonely streets, where she kept an eye out for lost children and old women, female drunks, and mashers. Her captain worried about her. "She has to take chances with all those morons," he said. But Alice did not worry. "I feel the revolver is part of me," she explained, primly. "At no time do I feel uncomfortable in darkest streets because I have the weapon I look upon as my friend."

One morning last week 47-year-old Alice McCarthy and her friend went for their usual walk in Chicago's Grant Park. Alice wore a neat suit and a plain dark felt hat. As she walked down a park path, a hand grabbed her and a male voice said: "Come in here baby." Alice jerked away, whirled when the man threatened to shoot and dropped him with a slug in the stomach. The ambulance people arrived to gather up No. 7 and Alice walked calmly off to the station to make out her report. Then she went back to her beat.--(Time Magazine)--.

"IT CAN HAPPEN ANYWHERE"

ONE INCH SHORT

It must have been circumstances somewhat like those surrounding the appointment of a Goshen, New York, policeman that caused the coining of the phrase "rules were made to be broken." For here's a young man serving as a provisional policeman, who only recently helped capture three armed bandits. He has now been turned down for permanent appointment because he is one inch under the required height. Now somewhere up in the dizzy

realms of high officialdom there may be some good reason, known to a chosen few, why a man who in the opinion of the chief of police is man-sized in every way except in height, who has demonstrated courage and intelligence, should be turned down because he lacks the technical requirement in height.

This is a rank discrimination that short men have to face time and time again. Almost anybody can testify that some of the most aggressive and able-bodied men they know have been little men. Sometimes what they lack in height they make up in girth. Since these have a low center of gravity they are difficult to tip over. Consequently they make excellent football guards and, if given the chance, excellent policemen.

The converse of this is also true: that some big tall fellows are perfectly helpless with what they call, in fistic circles, their dukes, and can be tipped over with the greatest of ease. Why then this fetishistic adherence to the myth of height? The only good reason we can think of is that when the men parade together they will look nice. Even so, the little fellow with the broad shoulders is handy to have around then to do the heavy work such as carrying the flags or the big bass drum. Our sympathy goes out to the aspirant who lacks one inch of attaining his ambition. We hope the Orange County Commission relents, and agrees that rules were made to be broken.--(Hartford Courant)--.

"I am a little thing with a big meaning. I help everybody. I unlock doors, open hearts, dispel prejudice. I create friendships and good will--

I am Courtesy."

HUNCH BY NORWALK COP  
NABS FLEEING CONVICTS

The brilliant work of Patrolman William M. Smith in capturing two hitch-hikers who turned out to be escaped convicts from the federal pen in New Cumberland Pa., may get him his second commendation in two years he has been on the Norwalk police force.

Smith gets the credit today for battling out a hunch on the two thumbers, one of whom was a lifer until he broke jail with his pal and hit the road.

One Is Milford Man

Arrested at 12:30 a. m. Sept. 6, it was not until late afternoon when in the face of reams of teletype from FBI aces in Pa., and insistent drilling by the Norwalk Detective bureau, headed by Capt. Harry Brown, that the pair "broke."

They are Jasper Bracht, 31, of York, Pa., who was doing life at the federal pen for murder of a fellow American soldier in Austria, and Stanley Graceski, 25, of Milford, an AWOL case.

Smith, only two years on the force, was commended early in his career when he caught a burglar in the Murphy store on Main St.

The same young patrolman sat in his car shortly after going to work at midnight Friday when he saw two hitch-hikers on the N. Y. side of Cross St.

With the kind of radar-like eye that the best of policemen have, Smith decided that the pair of thumbers, an ordinary sight to most people, looked suspicious.

They looked stunned when Smith drove over.

Neither of them would talk.

One tried to stiffen up in resistance to the patrolman, who coaxed him into the police car with little trouble but a definite feeling that these were no

small fry.

As Smith booked them on a general charge of vagrancy, they gave their names as David Foster of 910 W. Kane St., York, Pa., and Joseph Raint of Meadow St., Milford.

Shortly after 8 o'clock that morning, when Smith, insisting on a hunch, came back to look over the pair, the detective bureau received FBI replies which stated that "Foster" was Bracht and that "Raint" was Graceski whose home address is Meadow St., Milford.

Along with this bearing out of Smith's hunch the wires were tapping out these facts:

That Bracht and Graceski both broke away from the pen on Labor day, and that while Graceski was serving a shorter sentence, Bracht had only begun to pay up in time for his cold-blooded killing of a fellow American during the war.--(Sunday Herald)--.

CONDEMNED MAN DEFINES COURAGE

Chicago,--(AP)--A 23-years-old man convicted recently of murder and sentenced to die in the electric chair said:

"Boys, please don't do as I have did. Do as I say.

"You are not tough when you put a gun in a man's face and take what he has worked for.

"It don't take guts to do that. Any fool can put a gun in his hand and do wrong.

"But it takes a man with guts to get a job and work for what he wants. You are a man when you get that tough."

The advice was written by Ernest Gaither Jr., convicted of murdering Max Baran in a tavern shooting last February 9.

### NO STUNTING AIRPLANES

The State police have notified a pilot whose plane was "buzzing" very close to surface craft on Lake Candlewood, to stop it at once, or go to jail. Good! We know that certain individuals have the strongest desire to show off, but the kind of showoff who must first get into an airplane and then endanger the lives of others, at the very least causing fright, disturbance and annoyance to his victims, is not a person to be tolerated.

Private planes used for their proper purpose have a place in our scheme of things and undoubtedly will have an even greater place in the future. But that does not include the right of doing circus stunts at any time, and least of all, over a crowded pleasure resort.

The same admonition ought to be given to owners of speed boats, who cruise about our fresh-water lakes. There have been a number of bad accidents, because some showoff in a speed boat tried to come near a group of swimmers to scare them, and then actually came too near and injured them.

This is a very serious matter indeed. For our part we would welcome a state law forbidding the use of an outboard motor on any Connecticut lake, except motors operated by electricity. The gasoline outboards are noisy in the first place. They certainly disturb the peace of those who go to these resorts for weekend rest and quiet, they have a tendency to leave a film of oil on the water, which certainly isn't good for the fish, and for the most part, their use is purely aimless. The owners simply demonstrate their restlessness by speeding all over the place, and leaving behind them as

much of a wake as possible.

But, at least it can be said for the outboard motor enthusiast, who speeds around the lake that he has no other place to go. That cannot be said for the owner of a "stunting airplane, who can go anywhere he wants, but chooses deliberately to annoy other people below him.-- (Bridgeport Telegram)--.

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### STATE POLICE GOING AFTER "BUZZING" FLYERS

Danbury -- (AP) -- State Police Lieutenant Harry T. Tucker announced the start of a campaign against what he called "stunting, buzzing and other harebrained activities" on the part of private airplane pilots in the Lake Candlewood area.

Tucker made the announcement after reporting the arrest of John Millar, 21, of Georgetown, on a charge of reckless operation of an airplane.

Lieutenant Tucker said the youth's arrest followed a complaint from three persons who said that a light airplane twice "buzzed" within 10 feet of them this afternoon as they cruised on Lake Candlewood in a motorboat.

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### PLANE IS EMPLOYED IN SEARCH FOR TWO BOYS IN CAR THEFTS

Stafford Springs, -- Two juveniles in a stolen auto were chased at high speed by State Policeman William Hickey on Route 15 in Union and, when their car ran off the road into a fence, they took to the woods. One was later captured but the second remained at large it was reported at the local State Police Barracks.

Search for the boys was carried on throughout most of the day by officers from the barracks aided by an airplane which flew repeatedly over the area with a state policeman aboard. No trace of the second boy was found, however.

The one who was captured, police said, admitted that the pair had stolen about 20 automobiles during the past several months in Massachusetts. Their home is in Jamaica Plain, that state.

On Tuesday night they stole an auto in Jamaica Plain, abandoned it in Sturbridge and stole there the one in which they were riding when Officer Hickey became suspicious of them and tried to halt them. The arrested boy was turned over to Massachusetts authorities.

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**ALERT TROOPER NABS  
MAN AFTER 18 MONTHS**

Thomaston, -- Harry Carey, 23, 45 Circle Drive Bantam, discovered recently that State Police have long memories. For State Trooper Alden Thompson of Litchfield Barracks a year and a half of watchful waiting bore fruit.

Carey, on February 6, 1946 was fined \$9 by Trial Justice Harry North in Thomaston Justice Court on a charge of operating without a license. He said he would pay within a short time and the court agreed to wait.

But he left Connecticut and after a while Justice North issued a warrant charging Carey with contempt of court. Trooper Thompson and Torrington police were on the alert awaiting his return. Trooper Thompson kept his ears open. He learned that Carey had returned to Bantam and apprehended him.

Arraigned before Justice Harry

North, Carey was given his choice of paying the \$9 or spending 30 days in the county jail on the contempt-of-court charge. He made the payment.

(Waterbury Republican)

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**POLICE GIVE ADVICE TO DRINKERS**

Georgetown, S. C. -- (AP) -- Georgetown police have posted on the station wall a sign entitled "A Poster for Boozers." It reads:

"If you are a married man who absolutely must drink booze, start a saloon in your own home. Be the only customer, and you won't have to buy a license.

"Give your wife \$2 to buy a gallon of whiskey. There are 69 glasses in a gallon. Buy your drinks from your wife. When the first gallon is gone, your wife will have \$8 to put in the bank, and \$2 to start over in business again.

"If you live 10 years, continue to buy all your booze from your wife and then die with snakes in your boots, your widow will have enough to bury you respectably, bring up your children buy a house and lot, marry a decent man and forget all about you!"

The prices in the sign referred to prewar corn whisky, policemen said.

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**DETECTIVE'S BARK OPEN DOOR  
TO NEWARK LOTTERY RAID**

Newark, N. J., --(AP)-- Detective William Hull barked and scratched like a dog at a front door today--all in the line of duty.

When Vito Fascarella, 60, came to the door of his third-floor apartment at 468 North 13th St.

to "shoo" away the "dog", he was surprised to find Detective Hull and five other members of the police force waiting outside.

Detective Lt. Henry Morgenroth, in charge of the raiding squad, took Pascarella and two other persons to police headquarters where they were booked on lottery charges. Lt. Morgenroth said the police confiscated \$3,300 and 5,000 in lottery tickets.

Lt. Morgenroth said that the "barking" ruse was tried because the police wanted an element of surprise in gaining entrance. Usually, said Morgenroth, gambling establishments do not open doors for strangers, especially police raiding parties, before hiding evidential matter.

Detective Hull is accepting the plaudits of his fellow policemen today for his histrionics.

#### CRIME AND PUNISHMENT

There is so little to cheer about in the latest report of J. Edgar Hoover, director of the Federal Bureau of Investigation, showing that crime increased 20 per cent during the first six months of 1947 compared with the same period last year. Even worse, the apparently encouraging decrease in juvenile crime that occurred at the beginning of the year took a sharp turn for the worse in April. Unless this trend is halted the decrease will be wiped out and an actual increase in youthful offenders will occur.

The study of crime has always fascinated social philosophers who offered various theories to explain this phenomenon. Years ago, Lombroso depicted a so-called criminal type and described

him right to the ultimate detail, including pendulous ear lobes. In more recent years, psychologists, including Adler, have tried to pin it on the seemingly ubiquitous inferiority complex. Still others have tried to explain it as being due to mental deficiency.

These abstruse studies are very interesting, but on a more practical basis, it is interesting to note that there seems to be a definite correlation between the incidence of crime and the efficiency of law enforcement agencies. In this connection, Austin H. McCormick, executive director of the Osborne Prison Association last week told the American Prison Association that in the United States "legal punishment cannot be considered a major factor in the control of crime. Mr. McCormick admitted that he stated his case this way in order to "shock" his audience. His real meaning is contained in these words: "Our present system of law enforcement does not set up a stout bulwark against crime, but a weak and gaping bastion through which the enemy pours almost at will."

To implement this charge, Mr. McCormick showed from FBI statistics that in 1939 for each 100 major offenses in 78 American cities there were only 27 arrests and only 14 convictions. Crime does not pay, but when six out of every seven criminals escape detection and conviction the odds are better than you can get from any bookie.

Among suggested remedies, Mr. McCormick strongly urged the complete divorcement of politics from police work. He urged that "police be allowed to do the job they were set up to do, that prosecutors stop accepting bargain-counter pleas and that shyster lawyers who prostitute their

profession be driven from the temple of justice."

Here, in Connecticut one does not have to look further than the State's Attorney's office in Hartford, or to the Connecticut State Police for a constructive example of the role that law enforcement agencies can and should play in preventing crime. It is no mere happenstance that law observance is more generally prevalent in those communities where law enforcement is honest, swift and undiluted by politics. Conversely, where politician, police and shysters work hand in glove, crime flourishes. It takes no Lombroso to figure out the connection.--(Hartford Courant)--

#### MR. HICKEY'S GREAT ERROR

It is a great pity that State Police Commissioner Edward J. Hickey permitted his pre-eminent pie maker, Policeman Albert H. Kimball, to be drawn into a cake-making contest. If the Commissioner had investigated this matter with his usual thoroughness he would have learned that the world is divided into two groups. Some of the more superficial call these introverts and extraverts. But deeper study reveals that they are really pie makers and cake makers. Only rarely, as with those who are ambidextrous, does one find an individual who is as competent with pies as with cakes.

The basic error in the Commissioner's strategy is the fact that he has permitted his man, a pie maker, to be drawn into an alien field. This is as though a pistol expert had been drawn into a duel with an expert swordsman. Fundamentally, the pie maker is a man, or for courtesy's sake, a woman, who has a light nimble

touch. The hand flutters caressingly over the incipient crust. The cake maker, on the other hand, is an individual with a sturdy, determined hand. He beats the cake batter. Did it not occur to the Commissioner, we wonder, that Wilfred J. Roberts, the cake king, is a former football player? Did he not read in this bit of evidence the clue to Mr. Roberts' success? Hit that line. Beat that cake. It's all one and the same thing.

Sympathy and the good wishes that all sports loving Americans extend to the underdog are hereby extended to Patrolman Kimball. He has been drawn into a most delicate situation. May his frosting be sweet and delectable, and may his cake not fall. But if he loses the decision, he should immediately challenge the cake maker to a return engagement on his home grounds: cherry pies at six paces.--(Hartford Courant)

G. M. BEACH, RETIRED  
POLICE HEAD, NOW 90

George Milo Beach, former superintendent of the Waterbury Police Department has marked his 90th birthday. The occasion was celebrated with a party by his son and his family at 104 Main St., Watertown, with whom he makes his home.

The Watertown nonagenarian whose family on his father's side has been noted for its longevity, has received physician's assurance that he is in good health although several years ago he suffered a siege of illness.

Every two weeks, with clock-like regularity, Rev. Fred Wilcock, pastor of Methodist Church in Watertown, visits Mr. Beach. Then the two friends indulge in fervent argument on current is-



sues. Those moments carry him over to the next conference and during the interval he mulls over what topic they will discuss.

Mr. Beach, who retired 22 years ago as superintendent, is always happy to hear from his old friends and associates, and would like them to visit him. He has a retentive memory and can recall a few incidents of Civil War days. He remembers when he was 6 years old that Southerners lived in Litchfield during that period and were vehemently against Abraham Lincoln. His grandfather's early days stemmed from the Revolutionary times.

He lives with his son, Arthur G. Beach in Watertown. Another son, George L. Beach is a teacher in a high school in New Bedford, Mass. His brother, Milo D. Beach, still active at 86 years, lives in Litchfield, and is a frequent visitor in Waterbury where he sold butter 50 years ago.

Punctual habits play an important role in Mr. Beach's life. He arises at 7 A. M. and during the course of the day, reads avidly and listens to baseball games. He retires at 9 P. M. regularly.

He is grandfather of six grandchildren and 10 great grandchildren--Waterbury American.

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#### EDWARD MASCOLO

The sudden death of Atty. Edward Mascolo removes from the life of our city a man who was one of the most prominent and colorful figures of the local bar. His career in law and in politics was a high tribute to a man born in Italy, who came here as a young boy and in the life of a new, strange country rose to a position of leadership. He used

that keen ability of his and his growing prominence in legal circles to befriend other Italian-Americans and his spectacular success as a pleader in the courts was often exercised in behalf of confused and illiterate immigrants from his native land.

Of the eight first-degree murder cases which he defended, winning an acquittal in seven and conviction on a lesser charge in the eighth, he particularly shone in this role of Italian-American champion. Perhaps the most interesting of these was the case of James Gizzi where Mr. Mascolo had the exacting task of making a Yankee jury see a transplanted Sicilian vendetta in terms of sympathy for the defendant. Those who recall that case will remember the extraordinary episodes it produced, including Mr. Mascolo's challenge of the court interpreter's really expert knowledge of Italian, winding up with a vocabulary test by which he sought to demonstrate the shades of meaning that the court was missing in the Italian testimony. In the end he succeeded in getting a "not guilty" verdict for a defendant who, according to the testimony of the state, had lain in ambush for the murdered man.

Mr. Mascolo was an adroit court room tactician and at the same time the powerful friend of the underdog.

He was active in Democratic politics, was a former judge of the city court, former candidate for congress in the Fifth District. He served as president of the local bar association and was prominent in fraternal affairs.

On the personal side, Mr. Mascolo was esteemed for a particular Latin charm and for his friendliness. These leave many who will mourn his passing.-- (Waterbury American)--.

The older law enforcement

officers in and around the Waterbury District will miss the genial "Ed" Mascolo. Always friendly and affable, Ed made many friends in law enforcement. As a good cross-examiner in trial cases he contributed much to the "Education" of police officers as witnesses.

He gave no quarter; therefore asked none. Yet he was fair and not given to maligning police witnesses. We shall miss his smile and his cheery greeting. "How are you doing?" -- Vox-Cop

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DAVE BOONE SAYS

Another school kid has throttled and hacked a playmate to death with all the blueprinted technique as delivered to the American home by crime dramas through radio and screen. It shocks most folks, therefore, to hear three big networks branding as "hooley" the firm stand by NBC for curbing crime programs as a diet for the kiddies of America.

No parent or person who cares much about a child's mind is going to agree with Frank Stanley, head of Columbia or Mark Wood, head of ABC, that any action to protect children is "hooley." The airwaves are full of horror features, especially during the hours between 4:30 and 9 P. M., with screams, pistol shots, and murder routines delivered direct from studio to nursery, and it's strange to hear of any responsible radio official laughing off any attempt to reform.--(Hartford Times)--.

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NBC TO BAN  
CRIME STORIES BEFORE 9:30

Atlantic City, N.Y., --(AP)--

The National Broadcasting Co., announced today it would not broadcast detective, crime, or mystery programs before 9:30 P. M. (New York Time) beginning Jan. 1, 1948.

The network said 160 of its 167 affiliates approved a recommendation banning the programs in the daytime and early evening at a closed session of NBC's first annual convention. The seven affiliates not voting were absent from the meeting.

The action was taken, NBC said "in order to further reduce the exposure of juvenile and adolescent minds to crime suggestions."

The recommendation said dramatization of crime, mystery and detective stories "requires particularly mature and discriminating judgment in radio presentation."

"...The vivid, living portrayal of such dramas on the air has an impact on the juvenile, adolescent or impressionable mentality that cannot be underestimated," the recommendation said.

For guidance of NBC producers and sponsors of such programs, the recommendation reiterated the network's policies. These included:

"No program will be broadcast which glorifies or justifies crime.

"Revenge shall never be justified as a motive....Suicide will not be detailed in method or presented as a satisfactory or justifiable solution to any human problem.

"Law, justice and the officers of the law should be portrayed without disparagement or ridicule but with respect.

"Crime must always be punished....Crime is not a subject for comedy."

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Be Courteous--Dim Your Lights

CHILDREN WHO MURDER

A 14-year-old boy in Newark, N. J., is held by the police with a signed confession that he murdered a boy playmate 11 years old. The youth's statement was that he decided to kill some one in order to assert his superiority. In other words, an inferiority complex leads to all this.

There has never been a time when we have had more psychologists explaining more about why we do what we do. Are we becoming a nation of introverts? It may be that it is time that we began to give thought to consideration of the idea that maybe so many of us are committing murders and other crimes because psychologists are making introverts of us.

In days of yore our newspapers were not running a continuous line of accounts of children who killed parents or friends, strangers or what have you. A normal boy went fishing or he played baseball with the other kids until he came home so hungry he could hardly wait for mother to get supper ready. He fell asleep the minute he hit the pillow. Introspection was something he knew nothing about. He got true joy out of simple living.

Today, children have intricate education in schools that are set up on modern ideas influenced by psychology. They may laugh at the little red school house, but it knew nothing of either psychology or murders among its boys and girls. It might be better for us to stop giving so much attention to studies of why we do what we do.--(Waterbury American)

Be Courteous--Dim Your Lights.

CORONER URGES BAN  
ON "DIME THRILLERS"

Pittsburgh,--Allegheny County Coroner William D. McClelland, embittered by the accidental hanging of a twelve-year-old boy, opened a campaign to ban publication of comic books which glorify crime and weird adventure.

Mr. McClelland's drive to abolish the dime thrillers came after a coroner's jury said the magazines were a contributing factor in the death of Billy Becker, who hanged himself in the basement of his home in suburban Sewickley August 29.

Billy's mother, Mrs. Charles Becker, said her son was an habitual reader of comic books. "I burned every one I found," she sobbed "but Billy always found ways of hiding them."

Mr. McClelland urged educational and civic groups to stamp out the lurid picture stories. He said the books cause "impressionable children to try to emulate and even surpass the bizarre exploits of the colorful heroes."

BOY 12, FOUND HANGED

Atlanta, Ga., -- Army troops found a twelve-year-old boy hanging from a tree used at the Atlanta Ordnance Depot during the war as part of an obstacle course and Fulton County Coroner Leonard Reeves returned a finding of suicide. The child was identified by the coroner as Alfred W. Underwood.

A search for the boy began when he failed to arrive home and the father found his bicycle lying in a wooded area once used as the obstacle course. The rope from which the boy was hanging was a left-over from the days when troops used it to swing over obstacles.

GOOD MEN

It seems to this newspaper that it is almost unfair for the relatively recently appointed Supernumeraries of Police to be thrown into active duty, at times, with little or no training. The Police Commission is fortunate in the choices which were made of these new men. Each one of them is intelligent, willing, and, individually, in point of character, all are as clean as a hound's tooth.

The day has gone by, and is old-fashioned--where men in any field are put upon duty "cold."

Today, modern Police work has a theory and technique. New Police officers in other communities--larger ones--attend a Police School. Now, we ask why could not these new men be sent to a near-by Police School, whether in Hartford or Springfield, or somewhere else? Then they would have a splendid basis upon which to work when they were activated.

We pass this thought along for what it would be worth to the Police Commission of Enfield. Even if it is a strain upon Police Commission funds for the coming year, there is always the Board of Finance and the Contingency Fund.---The Thompsonville Press.

EX GIS BATTLE THE TRAFFIC TOLL

Colorado is enlisting men who helped win World War II in its fight against the mounting traffic toll. When the legislature authorized expansion of the state highway patrol an all-veteran class of 59 rookies was culled from a long list of applicants. Although officials said they didn't plan it that way, every branch of service was represented in the class. Both former officers and enlisted men were included. Many had done some type of police or investigative work in service, but their wartime duties ranged from seabee to paratrooper officer. Most of them were combat veterans.

Before going on duty, the rookies got a month's intensive training in their new jobs. Much of it bore a military imprint, since many of their instructors, too, served in World War II. At their mountain-fringed camp a few miles west of Denver they worked from 6 a.m. until 9 p.m. Now they're out patrolling highways.

---Sunday Republican

JACK ROSE DEATH STIRS MEMORIES

Recent news of the death of Jacob J. Rose, better known as "Bald Jack" when he was a nationally notorious character of New York City's underworld, undoubtedly revived memories of 35 years ago in the minds of innumerable contemporary old-timers. He was the principle witness for the state in the murder trial of Police Lt. Charles Becker in 1912. It was one of the most sensational proceedings of the kind in all criminal history; and Jack Rose certainly was one of the most remarkable witnesses who ever took the stand in such an affair.

Before the murder of Herman Rosenthal made him a nationally renowned figure, Rose had been only locally known--to the police and to denizens of the "tenderloin"--as an obscure gambler. By common report of him at the time, he made his living primarily as a promoter of the game called "stuss." It subsequently came to light that he had been commissioned by Lt. Becker, along with "Bridgy" Weber and Harry Vallon, to hire gunmen for an assignment to shoot Rosenthal at the old Hotel Metropole in order to keep him from making good a threat to expose "the system"--an alliance between officers of the police and criminal promoters of organized vice for large mutual profits.

After Lt. Becker's orders had been carried out by four young gangsters named Louis Rosenberg, Harry Horowitz "Whitey" Lewis, and Frank Cirofici, Rose turned state's evidence. Under

questioning by Dist. Atty. Charles S. Whitman, he displayed an extraordinarily keen and retentive mind. Counsel for the defense strove in vain to trip him up on fine points of detail in cross-examination. Rose remembered everything, related it clearly and precisely, and calmly withstood the most unrelenting efforts of lawyers for the defendants to confuse him. His testimony was the major factor in the state's success in getting all five of the accused convicted of first-degree murder. In due course they were put to death at Sing Sing Prison.

After a few years of lecturing and writing, as a reformed criminal, after the trial was over, Rose dropped out of sight, and had hardly ever been heard of since, except fleetingly for a while as a "farmer" in this state's Westport. In general reports of him following his death it was stated that he had prospered in a modest way as a "promoter"--of what the scribes could not or did not say. Whatever it was, at least it evidently was nothing of a sort to make him a subject of renewed professional interest to the police. Now that he has passed on, one wonders--what ever became of such picaresque associates of his in the Becker trial as Bridgy Weber, Harry Vallon, Jack Sullivan, and Sam Schepps?--The Waterbury American.

TIME LIMIT ON SUNSET HELPS  
BURGLAR'S CASE

Green Bay, Wis.--(UP)--Consultation of weather bureau records saved a convicted burglar from an additional two years in the state prison.

The man confessed breaking into a house "around eight o'clock," police said.

Burglary of a dwelling at night carries a minimum term of three years. The minimum for daytime burglary is one year.

Police asked the weatherman what time the sun set that day and were told 7:47. Under the law, night starts an hour after sunset, so the charge was daytime burglary.

DRIVE CAREFULLY SAFETY TIP OF WEEK

Motorists driving in the country can enjoy nature better, and longer, if they will remember that a country road is not the place for speeding. Back roads are not as plainly marked as highways with warning signs, they are often narrow and twisting, with dangerous humps or washed-out places. Sometimes there are straying farm animals on them.

Last year, speeding, and driving on the wrong side of the road, in rural areas brought death to some 7600 persons, according to the National Conservation Bureau. Drive safely, and enjoy the country this September and in the years to come.

During a murder trial in St. Louis last fall, the judge noticed that the jury was unusually fidgety. Although the murder suspect was on the stand substantiating an alibi which by all the rules of reason should save him from the death chamber, the members of the jury fingered key rings, gazed out of the windows, stared at the floor, and appeared to be lost in distraction.

With a man's life at stake, the judge had to act. He whispered something to a court attendant who left the room. Presently the attendant returned and whispered something to the judge. The judge then stopped the questioning and turned to the jurors.

"Ladies and gentlemen of the jury," he said solemnly, "I have an important announcement. The Cardinals have just won the seventh game of the Series from Boston, and the world championship is ours."

The jurors relaxed, smiled happily and listened attentively as the trial was resumed.

P.S. the murder suspect was acquitted.

OFFICER WAS POLITE;  
2 CANADIANS HELD

A French-Canadian youth and his 21-year-old fiancee, who were taken in custody as a result of a state policeman's alertness and courtesy were held in detention at Hartford by federal immigration authorities until their liability to deportation is determined.

On Sept. 28, in East Lyme, State Policeman Arthur P. Kathe saw the couple walking near a deserted car parked beside the highway. On the assumption that the car was theirs and they needed help, he offered his assistance.

But the couple, explaining they knew nothing about the car nearby, said they were hitch-hiking from Niagara Falls, N.Y., to Pawtucket, R.I., and readily admitted according to the officer, that they entered the United States illegally from Canada.

They are Jude Pelletier, 22, who had 62 cents in his pocket, and Miss Pierette Noel, both of Bienville Levis, Quebec. They told state police at Groton Barracks, where a member of the force with a knowledge of French obtained an additional statement, that they planned to be married in Pawtucket after meeting relatives there and obtaining employment.

They were turned over to federal authorities who are checking the case.

Hartford Times

feats which merit extraordinary commendation. A pity indeed for those who stray from the straight and narrow path that they underestimate the ability of these stout-hearted individuals anxious at all times, even to sacrifice life itself, that law and order be maintained. Certainly it is high time, despite any privileges which may be received, that when apprehended and sentenced for a crime, especially after admitting their guilt, these individuals realize they have a debt to pay society without abbreviations, unless so authorized by court officials.

The latest episode at Windham County Jail may also serve as a good lesson to High Sheriff Lionel Poirier. Should these certain privileges be extended, and no doubt some are justified, extreme care and caution should be exercised before such are finally granted. Past records, individual characteristics, age, associations and innumerable criteria offer a good standard from which to make final judgement.

Again may we congratulate Officer Luke Clancy and the Danielson personnel of the State Police for exemplary service in the line of duty and may your appreciative efforts continue unabated especially in the safeguard and maintenance of peace and order in this section.---The Putnam Patriot

STATE POLICE SCORE AGAIN

In the capture of two escaped prisoners from Windham County Jail. Officer Luke F. Clancy of the Danielson Barracks not only distinguished himself as a daring and efficient servant of the State of Connecticut, but also proved conclusively that whether it takes days, weeks, months or years Commissioner Edward Hickey has a group of energetic officers properly trained to "get their men".

Time and again officers of the nearby station have likewise contributed

TODAY'S TALK.

By George Matthew Adams  
Silence----The Consoler

I am beginning to look upon Silence as medicine, which undoubtedly it is. for it is both the curer and consoler of an endless number of "troubles." Perhaps some doctors could make popular the mere prescription: "Just get away from everything with noise to it. Find Silence--and drink deep of it!"

When we talk with the Almighty we want to be in some quiet place, alone,

where we can open wide the door of our heart and let the mind rush its message through without interference. Great problems are not talked out and settled in the midst of noise and confusion. Silence is essential.

In the midst of sorrow we want to be left alone, to think things out, to measure its every meaning, and to try and discover somewhere a ray of light that will ease the fear of darkness and its loneliness. This Silence is what we all seek for when sorrow comes. Its most potent healing power, however, is most deeply felt when in the outstretched arms of Nature--far from the madding crowd.

And what a power is silence after a bitter dispute, or unhappy argument. Even anger is assuaged. Also, how much more potent is the argument of Silence! You will recall the story of Jesus before Pilate, who questioned Jesus, but Jesus kept silent and answered not. Silence is often the strongest defense that one may have.

How many an unjust argument or accusation could be immediately squelched by mere Silence! We never know what the silent man is thinking, or what he may have "up his sleeve!" We can well appraise the loud and lusty talker. He advertises his weaknesses.

Silence is not only a rare consoler, but its economic value stands very high. It saves wear and tear upon the nerves, and many an otherwise upset stomach or unruly gall bladder has come through normal and unscathed. We know how damaging words can be unless we are well armored against them.

Even disappointment can be outweighed by silence. That's when one thinks his most serious thoughts--and is so often saved by them!

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SHERIFFS MAY COME AND SHERIFFS MAY GO,  
BUT JAIL BREAKS GO ON FOREVER

Like the proverbial lull before the storm or the moment of intense quiet before the attack in battle, everything

was calm on the Windham County Jail front; a new Sheriff had been installed, new deputies appointed, several improvements made, everything seemed to be under control until--Thursday, September 18, two men escaped from Brooklyn Jail--

Two trustees just walked off the property and disappeared--A very unpleasant experience for the new Sheriff and his turn-keys, who had taken great pride in the new set-up.

But they cannot be blamed. As long as there are jails, there will be escapes and breaks from jail. They seem to be seasonal like the measles and the mumps and there is little that authority can do to prevent them.

Only one thing will stop them and that is a realization on the part of the prisoners of the futility of any attempt to gain unearned freedom with present day police methods and efficiency (at least in the State of Connecticut).

Any temporary escape just provides a "little" additional work for the already overworked State Police Officers but the latter "just love" a good man-hunt. That is real police work, not like being called out in the middle of the night to arrest a man who gets in trouble with his "better half". A real chase gives the guardians of the law an opportunity to show what material they are made of, like young Officer Clancey, an ex-Marine, who captured the two Brooklyn Jailbirds single-handed.

Jail breaks seem to come in bunches. Around the same date that the two youths walked away from Brooklyn, a "lifer" escaped from the Wethersfield Prison and two other youngsters fled from a Massachusetts jail.

That a man who is condemned to life imprisonment attempts an escape is understandable. He has everything to gain and nothing to lose. But why two young men who had to serve only 6 months and 15 months respectively would gamble on rating an even longer stretch or risk losing their lives to get away from serving their penalty, is a mys-

tery. The only possible answer is youthful 'bravado'. These men who were trusties and abused the privilege of having at least "partial liberty", did not enjoy their "freedom" (if the life of a hunted criminal can be called freedom) outside the jail for many days before they were recaptured by the Connecticut State Police under the guiding hand of Captain Leo Mulcahy, who might well be called the "brain-truster of the bring 'em back alive squad".

Why these inmates were given extra liberty as being "trusty" would take too long to explain. Suffice to say that it is part of the prison reform system to give prisoners every encouragement to repent and improve themselves but, unfortunately, all people do not react in the same way to the same kind of medicine.

So all in all, there was nothing unusual in these jail breaks and much of this editorial would have remained unwritten but for the fact that still fresh in our memory is the great fuss that was made only a year and a half ago over a couple of breaks at the same jail in Brooklyn when, towards the end of a long, honest and efficient term of service, the then elected Sheriff Napoleon J. Fournier of Moosup, was "slapped in the face" (figuratively, which often hurts more than physically) at the instigation of a couple of undercover politicians before a Commissioners' hearing at the same jail. Ex-Sheriff Fournier, upon hearing of the latest affair, must have chuckled, not with an unkindly feeling toward the new Sheriff, because he holds no grudge against him, but in sardonic amusement at his would-be persecutors--and we don't blame him.

--Windham County Transcript

Your opinion of others is apt to be their opinion of you.

--B. C. Forbes in Woman's Home Companion

### 3,000 BICYCLES ON CAMPUS CREATE SPECIAL TRAFFIC PROBLEM FOR YALE

The Yale community, while it poses a vexing traffic problem to New Haven as a whole, is faced in addition with vehicular difficulties within its own boundaries. There are about 3,000 bicycles on the campus this year.

The bike has long been associated with campus life, but this year, with an estimated 9,000 students attending classes within an area bounded by Grove and Chapel Streets, and Temple and York, and with about one in three of them using the two-wheeled means of locomotion, the campus is cluttered with whirling spokes and protruding handlebars.

So far the problem has been little more than an annoyance to pedestrians and car-drivers alike, with no serious mishaps recorded. Vigilant efforts on the part of town and campus police have kept the majority of the riders in the street, where they are supposed to be, and off the sidewalks, where carelessness on the part of a single rider could wreak considerable havoc.

The problem has been heightened this year, however, with the difficulty of parking autos on or near the campus. Some students are turning to the use of a bike as a substitute for gas-propelled transportation on their long runs between classrooms, for it's a lot easier to swing off a bike, snap a lock, and leave it propped up against the rear of Harkness Hall than it is to find a place to park even a Crosley on Wall Street.

The University makes every effort to provide bicycle racks. All college entrances have them, and racks are scattered about the campus in convenient locations to classrooms, the gym, and other centers.

But there are times, usually late in the afternoon, when cyclists swarm across the campus and many a close shave has been observed.

--New Haven Register



DANBURY FAIR OPENS, IT'S BEST EVER!

State Police Work Traffic Wonders  
At 1947 Premiere

By Nancy Hendrick

There's something for everybody at the great Danbury Fair--for free and at a price.

Old-timers will tell you sadly that the Fair "ain't what it used to be" and true enough, trotting horses have been replaced by midget autos, and milking contests are held with machines replacing the tried-and-true manual method, but lots of folks say the Fair's better than ever.

Distinctly on the improved side and the best it's ever been is Danbury's former haphazard traffic system which has given way to detailed and highly efficient rerouting, patrolled by Connecticut's super state police and furnished with signs clear enough to satisfy the most exacting back-seat driver.

Last year when over 40,000 tried to crowd into the grounds on the Fair's first opening day since the war, the trip to the Fair turned into more of a nightmare than a holiday for many motorists caught in the jam and forced to inch the last 10 miles to the grounds as a snail's pace.

Some Extras Added

The day after that deluge the state police took over and from then on traffic conditions were better, but this year traffic control was instituted right at the start of the festivities.

---Sunday Herald

JAY-WALKERS ON THE SPOT TODAY

Beginning today, the state and local police of Connecticut will be engaged in a campaign, to last six weeks, designed to teach pedestrians better and safer ways of conducting themselves in street

and highway traffic. It is, of course, the most appropriate time in the year for such an effort. Rush hours in both the morning and the afternoon are going to be progressively darker from now on. For pedestrians, the hazards of crossing streets and roads at such times accordingly are going to multiply.

Motor vehicles are equipped with lights--most of them in fair to good condition--but pedestrians aren't. Therefore, pedestrians who step out into streams of traffic in hours of twilight or total darkness are going to be taking chances of being run down by motor vehicle operators who can't be expected, in many cases, to see them in time to avoid hitting them. All this is elementary stuff, of course; but the traffic casualty records indicate, every year, that surprisingly large numbers of pedestrians evidently have never given it a thought, simple as it is.

The main object of the police, from today until the end of November, is going to be to hand them pointed reminders whenever negligent conduct on their own part seems to call for them. Such reminders will be in the form of warning cards, issued to the police for distribution, calling the attention of careless pedestrians to the fact that jay-walking is not only reckless, as a matter of their own interest in self-preservation, but legally prohibited besides. An eloquent copper will be able to supplement the printed warning, in particular instances, with a brief but forceful lecture on why the offender ought to be ashamed of himself for the immediate example of it.

Police campaigning along that line is credited by national authorities with having contributed a great deal to Connecticut's exceptionally good record in holding traffic casualties down last year. It might contribute more to the same end hereafter if the campaigners were legally authorized to hand out, not only printed warnings against careless walking, but also "tickets" calling for payments of standard fines.

-- Waterbury American

# *We must think today of Our Children's Tomorrow*

VOX-COP

October, 1947

## "WHAT IS A BOY?"

He is a person who is going to carry on what you have started.

He is to sit right where you are sitting and attend when you are gone those things you think are so important.

You may adopt all the policies you please but how they will be carried out depends upon him.

Even if you make leagues and treaties, he will have to manage them.

He is going to sit at your desk in the Senate, and occupy your place on the Supreme Bench.

He will assume control of your cities, states, and nation.

He is going to move in and take over your prisons, churches, schools, universities and corporations.

All your work is going to be judged and praised or condemned by him.

Your reputation and your future are in his hands.

All your work is for him and the fate of the nation and of humanity is in his hands.

So, it might be well to pay him some attention.

—Author Unknown

### HORROR STORIES HURT YOUNGSTERS

Parents Are Happy Over News  
Curbing Mystery Radio Shows

Every parent who has ever had to put up with Junior's yowling about staying up to listen to the Purple Claw or some other blood curdling tale of horror will no doubt be pleased to learn that in the near future horror stories will be broadcast after 9:30 p.m. when all good little boys and girls are sound asleep, NBC promises.

This should have been taken care of a long time ago, and anyone who has to live with a couple of grade school children will heartily agree with that.

There is not one night out of a week when one of those programs is not on, be it 'Remon your host' or some other drooling fool who scares the wits out of kids.

In a house there is an eight-year-old lad, a normal intelligent kid who works hard, plays hard, and sleeps hard--except when he tunes into Lights Out, Murder at Midnight, The Clock, or some of the other goxy tales.

The sleep that grade school children need so badly is shot to the winds as soon as the radio and light is turned off.

The imagination is a very powerful force, and a child's works overtime

Children should not be subjected to these gruesome stories and it is with a sigh of pleasure we note that the networks at last have realized this.

#### More Planning Needed

From your own experience you can dig back in your memory and hear your own child, or little sister or brother or cousin calling out at night something to the effect of: "Lemme go...don't let him touch me." and then a slight whimper which may or may not turn into a very loud howl.

Something the little one ate?

Maybe, but more often it is the result of a very frightening nightmare he is experiencing, because of the last program he heard before falling asleep.

Appetites and mental attitudes suf-

fer greatly from those ghost stories, and in some cases, if a child is extremely impressionable or imaginative or sensitive, the mind can be severely damaged.

A little more thought should be given to the planning of programs for young children, and until it is, the radio men are wise to discontinue the nerve-wracking tales of horror.

If a census was taken last year and one six months from now, it would be interesting to note the changes in the physical and mental attitudes of graders.---Sunday Herald.

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#### IT ALL ADDS UP

A man who does a little more than he is asked to do, who takes a little more care than he is expected to, who puts the small details on an equal footing with the more important ones, is the man who is going to make a success of his job. Each little thing done better is the thin end of the wedge into something bigger.---Sunshine

Stumped by an examination question, a student simply took a wild stab and then wrote beside his answer. "This may be wrong, but a guess is better than nothing."

When the paper came back, the teacher had added, "Not better, but just as good."---Contributed by James R. Brugger

Nothing is happiness which is not shared by at least one other, and nothing is truly sorrow unless it is borne absolutely alone.--Myrtle Reed

Bad weather always looks much worse through a window. -- John Kieran

Footnotes on Nature  
(Doubleday)

# STYLES IN CRIME

VOX-COP

October, 1947

## Circumstantial Evidence — Bah!

By

SGT. HAROLD M. KINDER '40

Flint, Mich., Police Department

*In a recent letter to Dr. David G. Monroe, Institute counsel, Sergeant Kinder discussed circumstantial evidence. "I've gained a new slant on this, Doc," he said. "And you can bet I'll double check all circumstantial evidence stories and alibis from here on out." But read Sergeant Kinder's own story:*

ONE OF THOSE impossible things that "just couldn't happen," did happen, and to me. If someone else had been in my position and I had been the investigating officer sent to the scene, I would have arrested that person and done everything in my power to convict him—if certain good breaks that came to my aid didn't come to his aid to give him the same out I had. Here's what happened:

During our spring floods all but two bridges in the city were washed out. We placed men on the streets approaching these two bridges to keep traffic flowing as smoothly as possible. My assignment was to patrol these approaches in a vehicle observing the traffic conditions, switching traffic posts to compensate for changes in flow, ascertaining that reliefs were being made (officers were working double shifts), etc.

On the night of April 13, I learned from one officer on post that another officer had not been observed at his nearby post on the last trip past the intersection. Fearing that something had happened to the man, I left immediately for his post. I moved along as fast as safety would permit, and in so doing I passed several cars.

About two blocks from my destination I observed, up ahead, what appeared to be a bundle of rags lying in the street. As I approached the object I saw that it was a small child lying prone on the pavement on the other side of the street. There was no traffic ahead of me and the nearest car behind was about a block away.

But cars were coming towards me in the lane in which the body was lying.

I slammed on the brakes, turned sharply to the left and skidded to a stop at the left side of the street, blocking off the approaching traffic. I leaped out of the car, ran back and hastily examined the small boy. He was unconscious, but there appeared to be no broken bones.

I picked him up and carried him into a cafe where I stretched him out on the counter so that I might examine him more carefully and call a physician. Other cars had stopped, and a small crowd had followed me into the cafe. As I was trying to bring the boy back to consciousness a man stepped up and said to me:

"Sergeant, you sure did everything you could to miss him."

I didn't think much about this. It didn't register until a minute later when someone came in and asked "what happened?"

"The officer just hit this young fellow," the man volunteered.

"Whoa, wait a minute," I said. "I didn't strike the boy. He was lying in the street when I drove up."

"Why, I saw you skid sidewise when you struck him," the man said, and another man added, "He sure was going awfully fast when he passed me."

I looked into about 20 faces and there wasn't a friendly one among them. None of them believed me.

Being a policeman naturally trains one to take stock of a situation:

I had been driving at a rapid rate of speed.

I had skidded the car sidewise, and at the moment my car was parked crosswise of the street and partially on the wrong side.

One man said he had seen me hit the child.

Worst of all, my left front fender had been dented at the city garage several nights before, but the damage was so slight that I failed to make any mention of it to anyone. It had seemed such a small thing at the time. It was a very big thing now!

If I had walked into that cafe and found someone else in my situation I wouldn't have believed him either.

No one ever worked harder to bring another person back to consciousness. Eventually the boy roused sufficiently to tell us

that he had been to a Boy Scout meeting and that, on the way home, he had accepted a dare from some of his friends to "hook" a ride on the back of the special trucks which haul automobile bodies from the Fisher plant to the Buick factory. He caught the ride all right, but the truck was going so fast he was afraid to let go. Then he was afraid not to let go and he lost his balance and fell off. That was the last he remembered.

The people in the cafe probably thought I was a ventriloquist as they listened to the boy's story. I took him home and explained the situation to his parents. As I left the boy's mother said to me:

"You don't know how grateful I am."

To myself I said, "Lady, you aren't the only one who's grateful."

That's the end of the story except for what might have happened. If the boy had died without regaining consciousness, no one but me would have known the true story. And no one would have believed me. I couldn't have blamed them if they didn't. I probably would have been suspended and charges might have been brought against me. Even the judge probably would have said "Guilty."

Yet all I did was to stop my car in such a manner as to prevent the boy from being struck by oncoming traffic—the same thing any thinking person would have done. Undoubtedly I did save that boy from being struck by another car. But by that very maneuver I found myself in the middle of a mass of circumstantial evidence from which I doubt very seriously I could have escaped.

Circumstantial evidence—bah! From now on I'll triple-check anything, no matter how "screwy" it may seem. And from now on, when I see things in the street in front of me, I'll stop the car and walk forward. It's safer.

Traffic Review

TO REDUCE ACCIDENTS, GAGNON URGES  
SEMI-ANNUAL INSPECTION OF DRIVERS

From a horseless buggy to a 1939 Ford station-wagon in 50 years of driving, John J. Gagnon, general manager of Vermont Realty Service, has never had an accident. A member of the oldest automobile club in the country, he was a pioneer in the automobile business. His story has a lot to do with safe driving.

Contraption Arouses Neighbors

"Around 1897 I realized there should be a vehicle driven by something besides a horse," said this man who averages 150 miles a day.

The outcome of such reckoning was an old buggy, minus shafts, plus steam engine and bicycle chain. Such a contraption was not popular with the residents of Jewett, Conn. One farmer offered to "blow his brains out" if Gagnon scared his horse again. "I turned right around because I knew he meant business," said the self-styled inventor.

From then on, it was horseless power for Gagnon. A Stanley steamer, a one-cylinder Cadillac served in their turn. "I always did my own repairing in a shop equipped with drills and lathes." Such experience made him eligible for the Automobile Old Timers' Club, along with most of the automobile builders in the country. Gagnon is one of two Vermont members.

Drivers Become Defective

Today he drives a 1939 station-wagon which has 225,000 miles on it but not a single scratch. It is driven every day over rugged Vermont roads under all kinds of conditions. Gagnon has never been arrested for violating an automobile law and "it isn't because I sit around in my office all day either," he declared.

"I know that the present number of accidents can be reduced 50 per cent if a foolproof system is adopted and carried out," Gagnon said. He would suggest that officials consider a semi-

annual inspection of drivers "because many drivers have become defective as well as their cars." Today in America any person, be he epileptic, a habitual drunkard, or half blind, can get a license--simply by mail in the case of 14 states. The way operators are given their licenses is a disgrace and shame, according to Gagnon.

He firmly believes that the 100 persons who die in auto accidents every day could be saved if there were such a thing as an adequate exam of a potential driver in America. The administration of driver-licensing laws is a "travesty of public safety." I'll do anything to help cut down this wholesale slaughter on the highways which is increasing to an alarming point."

Was A State Policeman

The Vermont realtor knows what he is talking about. Not only has he a perfect record but he was a State Policeman in Connecticut under Superintendent Thomas Egan for several years. "The new Vermont State Police will do a lot to cut down these accidents," he maintained, adding that he is much interested in the unit.

Although Gagnon has driven many cars since he had to pull his horseless buggy over to the side of the road to protect people from being killed by their run-away horses, he is still trying to keep people "from losing their foolish necks." And it's still because he has a fool-proof formula for safe-driving.---Burlington Free Press

TAKE WARNING

The class had been reading about famous people in ancient Greece and Rome and were assigned the task of writing a short essay on Socrates.

Brief but accurate was one student's offering. "Socrates was a great man," he wrote. "He was a Greek. He went around telling people what to do. They poisoned him." --- The Sign.

POLITE PENNSYLVANIA BANDITS BIND AND GAG 11 PERSONS, TAKE \$175,000

Allentown, Pa., --(AP)-- "Gentlemen" thieves made off with a loot of nearly \$175,000 after holding up 11 persons in a fashionable 10-room West End home.

Three gunmen and a masked man, described as the ringleader, bound and gagged five couples and a 15-year-old boy in the daring holdup.

Louis Wiener, the manufacturer whose home was entered, said:

"It was just a bad dream that happened, but fortunately no one became excited and frankly they were very gentlemanly about the whole thing."

Of the loot, Wiener said \$133,000 was in non-negotiable bonds which he held in his home safe as trustee of Allentown's Temple Bethel. The remainder was in jewelry, cash and war bonds.

Wiener gave police this version of the holdup:

He and his wife were sitting on the front porch of their home at about 11 P. M. chatting over vacation plans with store owner Harry Neff and manufacturer Bernard Salitsky and their wives. Three other persons had just left the porch.

Soft-spoken Gunmen

The four men approached, spoke quietly to the group, flourished revolvers and ordered them into the house. Once inside, they bound and gagged-- the bonds were not tight, said Wiener--all but Wiener and lowered all window shades. A porch light remained on.

They went upstairs, found 15-year-old Buddy Wiener in bed, and bound and gagged him.

Then they told Wiener: "We've heard you have a safe. Show it to us."

Weiner led the men to the safe

concealed in the bedroom and opened it. The three gunmen took everything from it while the masked man snipped the telephone wires.

Servants Ushered In

The doorbell rang. With the gunmen issuing orders, Wiener instructed his servants, Mr. and Mrs. Frank Pflingstel, to enter. They were then bound, gagged and robbed of their valuables--including the keys of Pflingstel's car.

A few moments later, the Wiener's 18-year old daughter, Claire, and the Salitsky's 20-year-old son, Irwin arrived, and they were also bound, gagged and robbed.

Then the men fled at 12:30 A. M. in a black sedan bearing New York license plates.

Wiener said the three gunmen appeared to be between 45 and 50. None of the victims were able to identify the stickup men.

"They were very gentle and suave," Wiener said. "They looked like they were old hands at it."

GALLON OF MONEY  
TAKEN BY THIEF

A thief who broke into Frank Vaccaro's automobile recently while it was parked near Hartford Hospital didn't get a barrel of money but he did get a gallon of it.

Vaccaro told Detective Sergt. Matthew J. Durkin and Wm. H. Sullivan he had placed between \$400 and \$500 in nickels and dimes in a gallon container. The coins represented collections from several vending machines, he said.

At 1:30 P. M. he left his car for about 10 minutes and returned to find the window broken open and the money stolen.-- Hartford Times)--.

BOY OF 10 RIDES STOLEN HORSE  
IN CITY 12 HOURS

And Nobody Stops Him  
Until a Man Recognizes  
the Animal at 1 A.M.

Manhattan's latest case of horse rustling came to an end recently. Flying Fortress, a five-year-old chestnut owned by the Cavalry Horse Riding Club, a private Academy, of 207 East Eleventh Street, was back in his stall, munching carrots and sugar after a twelve-hour trip with an unidentified boy about ten years old in the saddle.

In twelve hours Flying Fortress and the boy undoubtedly were seen by thousands of persons and police who, for eight of those hours, had an alarm for a stolen horse. But nobody did anything but look.

Flying Fortress was taken from the academy stables, and a general alarm was broadcast on the police teletype system along with other notices for stolen cars and kindred matters. The alarm went out to precinct stations and police on the beat shortly after 5 P. M., but for eight hours, both horse and rider eluded the police.

About 1:30 P. M. next day horse and rider were seen going west on Sixtieth Street at Lexington Avenue. About 8 P. M. they were observed southbound on Third Avenue at Fiftieth Street.

At 1 A.M. the missing steed was still undetected. About that time he was spotted at Third Avenue and Fourteenth Street by John Ashcroft better known as Tex, a former employee of the riding academy, who knows a rustled horse when he sees one.

Mr. Ashcroft closed in on the horse. The young jockey, dismounted, dropped the reins and fled. Flying Fortress, a little lame in one leg, and with his

mouth chafed by rough handling of the bit, was walked back to the stable.

William Tood, operator of the academy, said the animal, which is used primarily for exhibition purposes, was tired out from his wanderings, but was recovering.-- (New York Herald Tribune)--.

A GOOD FIT

New York,--(AP)--Nick Bilotti, 55-year-old shoe repairman, had an appointment with a dentist because two robbers were not content to leave his shop after beating him, knocking out his false teeth, and taking \$42.

"I could use them uppers," said one robber, pocketing Bilotti's denture as he left the shop yesterday.

OFFICER "230"

Quincy, Mass. -- (AP) -- "Officer 230" did a short tour of duty recently -- and Quincy police are certain the tour was unauthorized.

Dressed in a uniform and wearing a badge numbered "230", he went about the city "directing traffic" at intersections. As soon as the traffic became snarled and he had "reprimanded" irate motorists, he left his post for another one.

The desk officer at the Quincy Police Station soon was deluged with complaints.

Police made a check and now they are looking for the impersonator. There was no officer "number 230."

GALLON OF MONEY TAKEN BY THIEF

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(Hartford Courant)

LOCAL WOMAN CHARGED  
WITH ROBBING MAN

Helen Fisher Held in Worcester  
Following 'Mugging' and Chase

Worcester, Mass., - (AP) - Albert Fortin, 24, was "mugged" and robbed of \$32, by three women, he reported to police today, adding that one of the women attacked him with a knife and cut his arm.

The three women booked as Mildred Hallman, 28, and Ruby Harris 29, both of Worcester, and Helen Fisher, of Hartford, Conn. were held for the grand jury on charges of unarmed robbery. An additional charge of assault with a dangerous weapon was lodged against Ruby Harris. Fortin said that about 2:30 a.m., he was walking towards the railroad station to get a ride home from his father, a taxi operator, when one of a group of three women asked him for a cigarette. As he reached for a package in his pocket, one of the women pushed

him, then another, and while he was off balance the third gave him a shove. In the melee, he said his pockets were rifled.

Woman Uses Knife

Then the women fled, each in different directions. Fortin chased one of them down an alleyway. He caught her and scuffled with her until she pulled a knife he said.

Fortin turned and ran for the street, with the woman in close pursuit, and he said he received one cut on the arm before he could hail a cab and jump into it.

Fortin added that the woman pursued him so closely that he had to run around the car three times before he could gain enough of a lead to be able to jump into the cab safely.

Police traced two of the women to their home through another taxi driver who they had hailed nearby, and found the third at the railroad station.

POLICE JEST; BOY 'DEPUTY'  
NABS FUGITIVE

Stafford Springs---A jesting remark by police of the Stafford Springs Barracks to Henry Jacopic, young farm boy who lives on the Tolland-Willington line, led to the capture of one of two juvenile auto thieves for whom police had conducted a search.

Jacopic, acquainted with most of the policemen in the area, had driven his car near the location where the search was being conducted.

"Got your license?" he was asked.

"Not with me," he answered. "But just to prove I really own one, I'll go home and get it.

They laughed and told him.



"And by the way, on your way home how about bringing back one or two of those kids we're looking for?"

"I'll do it," he promised.

Driving near a wooded area, Jacopic spied a boy skulking. "Hey," he called, "want a ride?"

The boy accepted and Jacopic drove him straight to the police.

The captive admitted that he and his partner had stolen about 20 automobiles during the past several months in Massachusetts. They live in Jamaica Plain, Mass. The other boy is still at large.

The chase began when State Policeman William Hickey became suspicious of the two youths driving along Route 15. He tried to halt them, they made it a high speed chase. Their car ran off the road into a fence in Union

They took to the woods and most of the day State Police continued the search over the area in a plane.

When chased by Officer Hickey the boys were driving an auto allegedly stolen in Sturbridge, Mass., after previously abandoning a car in Jamaica Plain.

The arrested boy was turned over to Massachusetts authorities. -- (Hartford Times) --

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#### MAYOR COMMENDS COP FOR ARREST

Hartford, -- (UP) -- The automobile was marked "official" and had license plates "ENA," but the courageous cop tagged it anyway for overtime parking.

"I don't know who he was, but his attention to duty was commendable," commented Mayor Edward N. Allen as he prepared to pay the fine.

#### CAR KILLS BOY, 12, INVESTIGATORS HURT

St. Charles, Va., -- (AP) -- Twelve-years-old Louis Howard ran behind an automobile on the highway near Ewing, Va., into the path of another car and was killed.

Driving to investigate the fatal accident State Trooper John S. Boyd's police car was virtually demolished in collision with a truck and Boyd was seriously hurt.

Highway Patrolman J. W. Harrison, called to the scene of Boyd's crash, was struck and suffered arm and side injuries by a car which apparently went out of control on the wet highway.

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#### HOW'S THAT AGAIN?

"How's that again?" department:

A garage hit a street light on South Main St. today.

The garage was being moved from the rear of the old Town Hall to a new location, and was swerved a little too close to a street light. It knocked a bracket loose.--(Hartford Times).

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#### CARELESS SWIMMER LOSES WOODEN LEG

Bernie, Mo., -- (AP) -- The State Highway Patrol received a report that a human leg had been seen in an area near the St. Francis River.

Patrolmen J. A. Pritchard and Dale E. Crites went to the scene today and found the leg, an artificial one.

They believe a careless swimmer may have left it on the bank. Now they are seeking the owner.

# Safety mindedness

## Pennsylvania Calling

By Lt. E. W. Faber

Public Relations Officer, Pennsylvania State Police



PENNSYLVANIA State Police now are relying on one of the most modern radio systems, obtained on a service basis contract, to aid in their highway safety and criminal work.

Not only is the system made up of ultra modern three-way equipment, making communication possible from station to car, car to station, or car to car, but the procurement contract is unique in that it provides for ownership, installation and maintenance by the contractor with the Pennsylvania State Police as licensee, controlling the operation of the equipment. The contractor is the Bell Telephone Company of Pennsylvania.

This means that the 24 hour a day system is on practically the same basis as a private wire telephone system, for which rental and toll charges are paid, with the subscriber making the calls, but the company owning and maintaining the equipment.

It is believed that this system will prove more practical than the purchase, installation and maintenance of equipment by the state police, as no maintenance force is required and every state policeman is a licensed radio operator, holding at least a restricted radio telephone operator permit, which enables any member of the force so assigned to act as radio operator and dispatcher, rendering immediate decisions.

While no actual figures are available at this time for cost comparison of this leased service contract as against a Commonwealth owned and maintained system, a calculated comparison greatly favors the leased service system, particularly as the Pennsylvania contract contains an "out-of-service" penalty clause applicable in cases of failure. The cost of the Pennsylvania system, however, purposely is not quoted in this story, as it can not be used as the basis of computing costs of other systems, as each area may have its own peculiar problems.

Station failures are reported in the same manner as regular public tele-

phone service, as the Bell Telephone Company carries on a constant maintenance program similar to that required to guard against interruption of service in land wire facilities; consequently, service interruptions have been few.

Specifications require that each troop headquarters and substation have radio control of its own mobile units; each troop headquarters and associated group of substations be able to communicate and mobile units be able to communicate with their respective headquarters and car-to-car. Frequencies in the 30-44 megacycle band are used. These specifications are functional only, permitting the contractor to determine the type of equipment, power, location and number of land stations, etc., to be used.

The system decided upon includes 73 land stations and, initially, 250 mobile units with 18 land stations of 250 watts power, located on mountain tops and remotely controlled from 27 state police headquarters and substations; 14 land stations of 50 watts power at elevated locations, remotely controlled from 16 state police headquarters and substations; and 41 land stations of 50 watts power located in state police quarters. The 250 stations are equipped with auxiliary power supply and housed in buildings of brick, concrete and slate construction. The radio equipment of the 50 watt remote control stations is locked in steel cabinets each mounted on a wooden pole.

The present system is another step in utilizing modern communications devices. The Pennsylvania State Police was the first state force to use radio on a regular schedule point-to-point basis. In 1929 the first state police teletype system was inaugurated by Pennsylvania and grew rapidly until it is now an integral part of a system connecting state and local police stations in 12 states and the District of Columbia.

During the 1930's, the Pennsylvania State Police continued radio experi-

ment and research in an attempt to find a system that would cover satisfactorily Pennsylvania's 45,000 square miles embracing a varied topography with elevations ranging from 20 feet to 3,213 feet. Obviously the physical stumbling blocks in tying together by radio a 1,600 men force under such conditions were considerable.

Finally, in September, 1941, Pennsylvania State Police launched an exhaustive study of the possibilities of a two-way radio system using Lancaster County as the "laboratory," as the terrain is characteristic of the rest of the state. Cooperating in this study was the Lancaster City Police Force.

The experiment was continued through the war years conclusively proving that with the equipment which should become available after the war, such a system could be extended throughout Pennsylvania, overcoming previously insurmountable obstacles.

This experiment resulted in information which made possible drawing of plans and specifications early in 1946 for the start of the work as soon as the equipment became available.

In the records of the Pennsylvania State Police, already there are countless cases which dramatically prove the benefit of the new radio system. These range from the apprehension of a stolen car and its driver within minutes after the system was inaugurated, to the setting up of road blocks, the apprehension of reckless drivers and many "mercy missions" transporting urgently needed rare medicines and serums and assisting at the scenes of disasters.

Recently several heavily populated areas in western Pennsylvania were hit by a tornado. For a time state police radio was the only means of communication between some of the communities and the outside world. Communication was maintained. In one area the state police land station was knocked out, but the margin of coverage was sufficient for the police cars to contact other land stations.

Public Safety



State of Connecticut  
HIGHWAY SAFETY COMMISSION



STATE OFFICE BUILDING, HARTFORD 4, CONN.

September 26, 1947

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

Dear Commissioner:

In lieu of accepting your cordial invitation to attend an executive session of your Department's officers, in response to my request, may I suggest that for the time being, at least, a statement from me for the record suffice. I find my calendar for the immediate future well filled with appointments for out-of-state trips, etc. and fear some time would elapse before a mutually satisfactory date could develop.

I had in mind, Commissioner, telling your executive officers how highly we rate the efficiently organized enforcement program which has been developed by you and activated through them during the past eight years. I desired, also, to request that when opportunity permitted, they, in turn, convey to the personnel under their command the gratitude of the State Highway Safety Commission for effective highway patrol and over-all cooperation in making the State Traffic Safety Program effective.

I know that it is unnecessary for me to quote instances, and space will not permit, but I refer particularly to such outstanding contributions as the school coverage in Litchfield, Tolland and Windham Counties. I am very anxious, too, to have recorded our profound appreciation for the remarkable work constantly performed, day in and day out, by your Traffic Division under the command of Captain Ralph J. Buckley.

Your Department, Commissioner, is the veritable backbone of our Traffic Safety Program, in common with the municipal departments represented by the Connecticut Association of Chiefs of Police. Our Commission has entire confidence in the state's capacity to solve whatever traffic problems the future brings with the assistance of the State Police Department.

Sincerely yours,

A handwritten signature in cursive script that reads "Robert I. Catlin".

ROBERT I. CATLIN, Chairman  
Connecticut Highway Safety Commission

## FIRE SAFETY ACTIVITY

By Capt. Ross V. Urquhart

The ever increasing loss of life and the destruction of property through fire has become one of the most serious problems our state and local governments have ever had to combat. Effective measures for the reduction of fire loss have been sadly lacking, although it is well known that the reasonable regulation of occupancies and exit passages in buildings of public service will do much to reduce this loss.

Connecticut has had extreme examples of the perils of carelessness with fire, learning many lessons at the cost of life. Other states have had like catastrophes, and many have come to the realization that there is little need for the continuation of conditions which result in such extreme sacrifices. We intend to benefit from our experiences. Education of the public to the hazardous elements involved was the first step necessary to obtain cooperation of our public. Through the efforts of the Governor's Commission on Fire Prevention and Control, a program of education has been, and continues to be, conducted successfully, instilling into the minds of our public a sense of fire consciousness.

Arson, the wilful burning of the property of others, or the burning of insured property for monetary gain, is on the increase with postwar business failures, but continues to be less important in the field of fire safety than does carelessness and thoughtless behavior.

For the past three years Purdue University at Lafayette, Indiana, has conducted seminars for fire investigators in preparation for the day when a change in eco-

nomic conditions would return profit to the insurance arsonist. That day has arrived, and many states and municipalities are indebted to Purdue, and particularly the Public Safety Institute under Professor J. L. Lingo, for its sponsorship of these valuable training courses. The subjects taught were of a practical nature with emphasis on the detection of the incendiary fire by Fire Marshals or those police officials detailed to investigate fires. The ability of such officials to determine the cause of the fire and to identify incendiary ones is highly important. Those attending this school have had the opportunity of learning much on this subject.

The President of the United States, in calling a conference at Washington in May this year for a fire prevention action program, issued the following statement; "The serious loss in life and property resulting annually from fires causes me deep concern. I am sure that such unnecessary waste can be reduced. The substantial progress in the science of fire prevention and fire protection in this country during the past forty years convinces me that the means are available for limiting this unnecessary destruction."

This conference of high officials of states and municipalities throughout the nation was attended with a sincerity of purpose to aid all those vested with the responsibility of fire prevention and control.

The general theme of this conference appeared to be a realization of the need for proper regulation and enforcement of the common principles involved in life safety from fire. Deep interest was expressed by all those in attendance and it is felt that considerable improve-

## S A F E T Y   M I N D E D N E S S

ment will result from the effort of those attending.

The National Fire Protection Association meeting at Chicago at the end of May was equally concerned with the situation of today. The reports of committees and the recommended actions for establishment of reasonable regulations for the prevention of fire gave evidence of considerable activity on their part throughout the year to counsel and assist officials concerned with the enactment and enforcement of fire safety regulations.

Connecticut has taken a leading interest in this problem, and early in 1946 the Commission on Fire Prevention and Control was appointed by Governor Raymond E. Baldwin, and an effective program of education, principally by radio, was initiated and carried through the winter of 1946. This Commission has been continued by Governor James L. McConaughy, and is composed of leaders in various fields of fire prevention and control, including Commissioner Edward J. Hickey, State Fire Marshal and Chairman of the Commission; Mr. Richard Hancock, Superintendent of the Lawrence and Memorial Associated Hospitals in New London; Mr. Herbert W. Heinrich of the Travelers Insurance Company; Mr. Paul P. Heinz, Chief of the Fire Department in New Haven; Mr. Donald Vaughan of the Aetna Life Insurance Company; and Mr. Arthur N. Rutherford, Building Inspector of West Hartford. To this Commission has been referred the numerous legislative measures concerning fire safety and control proposed to the last General Assembly. This legislation was studied and compared with many existing Statutes, and the Commission concluded that regulations of structures for fire safety through legislation could not be effective and rea-

sonably accomplished. A substitute bill was therefore proposed enabling the Commissioner of State Police as State Fire Marshal to make reasonable minimum requirements for life safety from fire in all new and existing buildings and facilities related thereto, except one and two-family dwellings, and manufacturing establishments which are now regulated by the Department of Labor and Factory Inspection. This Statute becomes effective on October 1, 1947, by which time it is expected that various types of structures related to public service will be regulated.

By the enactment of this provision for a State Fire Safety Code, Connecticut is in the forefront nationally, and will be one of the very few governments in the nation which will have complete regulations of such matters as proposed by the President and leading national organizations interested in this subject.

(The State of Connecticut was represented at the President's Conference by Commissioner Edward J. Hickey and Captain Ross V. Urquhart. Others attended from Connecticut, however, representing various interests in fire safety. Captain Urquhart also attended the Purdue arson course, and in May this year, the conference of the National Fire Protection Association at Chicago.--Ed.

### CLOSE RANGE

"You say this woman shot her husband with this pistol and at close range?" asked the coroner of the eyewitness to the tragedy.

"Yassuh."

"Are there powder marks on his body?"

"Yassuh. Dass why she shot him."

# SAFETY MINDEDNESS

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## BAD PRACTICES CAUSE ACCIDENTS ("As The Twig Is Bent")

By

Mr. Norman Damon, Vice President  
Automotive Safety Foundation

Here is the consensus of traffic and safety authorities on the 10 worst faults. The five which result in accidents are:

1. DRIVING TOO FAST  
"Excessive speed" or "Speed too fast for conditions" leads all other causes of accidents on the traffic safety "Dishonor" roll.
2. BLUFFING AT INTERSECTIONS  
Failure in the effort to bluff the other fellow out of the right of way is next.
3. DRINKING AND DRIVING  
DRINKING AND WALKING  
About one out of every four adult pedestrians and one out of six drivers involved in fatal accidents had been drinking.
4. BAD JUDGE OF DISTANCE BY DAY & OVER-DRIVING HEADLIGHTS BY NIGHT  
Governmental studies show that the average motorist must have nearly a quarter of a mile of clear road ahead of him to pass another car in the face of oncoming traffic at open road speeds. Failure to heed simple arithmetic is the reason for many accidents. At night virtually all drivers are guilty of "driving blind" by driving at speeds too high to stop **within range** of their headlights.
5. DON'T BELIEVE IN SIGNS  
Failure to observe signs, signals and markings produces the next high quota of accidents.

Some Habits Prove Expensive  
Engineers in the automobile industry and dealer service experts are agreed that the five most expensive driving faults probably are:

1. "RIDING" THE CLUTCH PEDAL  
Causes slippage, thus excessive wear on clutch surfaces.
2. IMPROPER OR EXCESSIVE USE OF BRAKES  
Severe brake application causes abnormal and unnecessary wear, including distortion of the brake drums.
3. "JIGGLING" THE ACCELERATOR AND "RACING" THE MOTOR WHEN COLD  
"Jiggling" the accelerator pedal causes the engine to alternately speed up and slow down in a rapid cycle that results in use of excessive fuel and in some cases abnormal wear. Racing the motor in starting or driving too fast too soon after starting results in many engine failures.
4. FAILURE TO WATCH THE INSTRUMENT PANEL  
Erratic operation of the gauges indicates some abnormality to which attention should be given at once.
5. FAILURE TO CHECK TIRES, BATTERY, AND LUBRICATION REGULARLY.  
The American Automobile Association estimates that in 1946 there were a total of 32,335,000 calls for road service, mostly for troubles avoidable by prop-

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er checking of such items as tires, battery, oil and fuel.

These then, are the faults each new crop of drivers inherits. The performance and attitudes of young drivers at the wheel is simply a mirror of their elders' actions and attitudes.

### Need to Train Young Drivers

Much study has been given this question by a great many people. Generally, I think most people feel that the job of retraining all drivers is of too gargantuan proportions to tackle -- even assuming you could teach old drivers new tricks and that they wanted to learn! Last year more than 300,000 drivers lost their licenses, through suspension and revocation. Certainly there is need for assisting in retraining traffic law violators. That is a separate problem.

The obvious starting point is with all future drivers. Today teen agers are the "goats" in the traffic accident picture. In my community just the other day a 16-year-old boy and a 16-year-old girl were driving home from a school dance when a bus "dead-heading" back to the terminal hit them. The girl was killed instantly, the boy crippled for life. Regardless of the responsibility for this accident, yet to be determined, parents of the community, almost without exception, withdrew the driving privilege from their sons and daughters. Naturally the teen agers resented this blanket indictment of irresponsibility. Shall we attempt to teach them through fear or arm them with knowledge?

Each year about 2,000,000 boys and girls reach driving age, and half of them or more become drivers. These 16-year-old drivers,

on a mileage basis, have from three to nine times as bad a fatality rate as middle-aged drivers. Yet they are most receptive to sound instruction as they approach driving age.

Age Characteristics Are Factors  
Teen agers have special age characteristics to overcome. One of the foremost research men in the field of traffic listed for me what he considers three such additional reasons for the bad accident record of youthful drivers.

#### 1. TOO MUCH ENERGY

In driving this appears as considerably more speed than necessary, vigorous braking, motor racing, wheel-spinning and other over-energetic driving that results in more frequent skidding and in-line collisions.

#### 2. INABILITY TO RESIST DISTRACTIONS

Youth finds it difficult to stick to anything when it ceases to be exciting. Leads drivers to participate in entertainment of rider companions, or wave at friends.

#### 3. TENDENCY TO "SHOW OFF"

Expression of the "thrill" desire. Accidents that result are almost always "silly."

These are characteristics not ordinarily appearing in the police accident records; they are subject to change only at the hands of qualified educators.

Men still die with their boots on, but usually one boot is on the accelerator.

The difference between a prejudice and a conviction is that you can explain a conviction without getting mad.--(Baptist Message).

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### PLAIN-CLOTHES SUICIDE WATCHERS ADDED BY EMPIRE STATE BUILDING

N.Y. City -- Guards in plain clothes have been detailed to mingle with the summer crowds of visitors on the eighty-sixth-floor observation terrace of the Empire State Building to thwart suicide jumps from the 1,040-foot level, it was learned recently.

The force of four uniformed guards on constant duty on the open observation platform has been augmented by at least as many more guards whose plain clothes enable them to keep an unobtrusive watch on visitors whose actions appear suspicious.

A set of rules of conduct for visitors to insure their safety and to aid in detection of attempts at suicide is enforced by the guards. Visitors are asked not to stand on tiptoe or lean over the 4½-to-5½-foot stone wall around the terrace.

Any move that might be preliminary to a leap brings an admonition from the guards, who frown on visitors placing gloves, coats, cameras and other articles on the top of the wall. None of the precautions is told to the visitors beforehand, but violations draw an immediate work from the guards.

Peculiar actions or appearances bring one or more guardsmen in plain clothes within grabbing distance of the unsuspecting person, who more often than not may be suffering from nothing more serious than the altitude or a hangover.

Asked whether they had prevented any suicides, the plain clothesmen indicated that they had not made any dramatic rescues, but said there had been no deaths since detailed.

Officials of the world's tallest building said the increased plainclothes guard was in line

with a program announced in May by General Hugh A. Drum, president of Empire State, Inc., at Thirty-fourth Street and Fifth Avenue

At that time it was said a barrier would be erected on top of the terrace wall to prevent any one from throwing himself from the 1,225-foot skyscraper. The barrier, not yet completed, will be in the form of a steel grillwork of a "decorative design," it was revealed recently.

The last person to jump to his death from the terrace was Solomon Rosback, a fifty-four-year-old diamond dealer, who hit the thirtieth-floor setback on May 9.

Eight days before, a despondent bookkeeper, Miss Evelyn McHale, of Baldwin, L.I., jumped and fell the entire eighty-six stories to land on a parked automobile. Records of the building show that fifteen persons have committed suicide from the skyscraper since it was opened sixteen years ago. Of these, nine were listed as leaping from the terrace and six from the windows of offices.

(N.Y. Herald Tribune)

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### WOMAN'S SIGNALS BRING PLANE IN TO SAFE LANDING

Pittsburgh, -- (AP) -- A woman flyer who recognized a ship in distress and knew what to do about it recently commandeered her three brothers and waved towels and shirts to guide a fog-bound plane to a landing in a nearby oat field.

The plane somersaulted as it hit the ground, landing on its back but the occupants, Roy Confer, 35, the pilot, and William Loker, 36, both of Titusville,



Pa., escaped without injury.

Theresa James, 35, a former Army Transport Command pilot, sighted the single-engined plane as it circled the Penn township area for 45 minutes in a futile attempt to pierce the fog for an open spot to land.

Miss James and her brothers gathered shirts and towels from the house and ran to the open field. Placing themselves at opposite ends of the 400-yard long strip of land, they flagged the distressed plane.

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Nearer and nearer, no doubt, draws the evening when our highly effective State Police take to looking into the automobile headlight situation but equally no doubt a lot of nervous eyes are going to get an awful whacking by the over-focused devices now on the road.

(The Middletown Press)

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#### DAVE BOONE'S DAILY

I'm still wondering if Harry Truman sent a post card, "having lovely time. Wish you were here" to the members of that commission for safer auto driving as he drove his auto home from the country at 60 miles an hour the other day.

It was only a couple of weeks before that he had received the safer driving delegates from all over the country and told them how important their campaign was.

I guess Harry just didn't stop to figure things out. He's under such a strain that it probably relaxed him to step on the gas and have a little fun at the wheel. But the printing of the story all over America certainly made his speech on cautious driv-

ing seem funny.

That's one of the reasons our campaigns for safer auto operation don't get far. Our law-enforcement officials, mayors, governors and even Presidents don't pay much attention to 'em.  
(Hartford Times)

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#### CIVILIAN RADAR ROUTINE

We got exposed to Science recently, Science in the form of the new Radar Speed Detector. now being used by the Connecticut State Police.

The Detector is a fascinating gadget which operates on the same principle as the Radar warnings on which the Army and Navy depended to warn of the approaching enemy (by land, by sea, by air) during World War II.

Now Radar has been pinned down to civilian routine to determine the speed of automobiles as they roar along highways of the State. When his pace has been checked by the Radar Detector, the motorists will no longer be able to protest "but officer I was only doing 40." If he was doing different, the Detector will show it.

At present the Department owns only one of the Radar Speed Detectors. But, if this one is helpful in increasing highway safety in Connecticut, we suppose that a flock of them might be indicated.

Following is a news story about the Radar Speed Detector as it was tried out on Route 15.

(See Next Page)

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### STATE POLICE RADAR WORKS LIKE MAGIC CHECKING SPEED OF MOTOR CARS ON ROUTE 15

By The Radar Reporter  
(Temporary)

I saw Radar working.

But it wasn't working on a ship, on a submarine, on a flying machine, to detect the approach of the enemy.

The Radar equipment I saw was bound down to the more prosaic job of detecting the speed of motorists on Route 15--the Wilbur Cross Parkway.

There isn't much to the equipment. It consists of two parts, a Speedmeter, and a graph with moving red-inked pen like those graph thermometers you sometimes see. At the top of the speedmeter is a vernier which is gauged from 1 to 100; the vernier at the top of the graph is gauged from 1 to 150. The two gadgets are synchronized, whatever that means.

Now don't ask me to tell you how the synchronized widgets work. All I know is that the mysterious Radar beam picks up an approaching car, and as it passes the widgets the speed shows on the graph vernier. The Radar went to work Sunday when the cars were within 150 feet of the State Police cruiser to which the graphs and stuff were hitched.

The State Police, under direction of Captain Ralph Buckley, Traffic Chief, and Lieutenant Harris Hulburt, Commanding Officer of Station C, tried out the Radar in two places: first near the Ashford-Willington Town line, second in Union near Rizner's farm.

Of course, with the Radar outfit working, no motorist would consent to put on a speed exhibition. With the natural-born curiosity of all humans, the

drivers would slow up when they saw a car stopped, with a group of people standing around it. (Hoping, probably, to see a gory accident.)

Well, finally, to show how sensitive the Radar is to speed, how accurately it works, the officers themselves had to do a little fast driving by the hook-up.

Officer Ralph Waterman drove 74 miles an hour by the Radar car --and the vernier showed precisely 74, checking with the car's calibrated speedometer.

Then Officer Albert H. Kimball with Captain Buckley as a passenger took a trip along the course at 85. The synchronization of the Radar hookup and the speedometer was accurate, as before.

Guess, from herein, it's going to be tough to kid cops--or Judges.

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### WHOLESOME DETERRENT

Only one motor fatality marred the long holiday week end in Connecticut, though traffic on all highways was heavy. How significant a role was played by the State Police inauguration of radar in checking the flow of traffic, it is difficult to determine, but we are willing to attribute to the radar system a generous portion of credit on the basis of first-hand reports of motorists' reaction. Drivers confronting the big signs, "State Police Radar Zone," probably only had a vague idea of how the police operated the system, but the psychological effect on their operation of automobiles was apparently one of inducing the utmost exercise of caution. This innovation, following on the heels of the use of the helicopter in controlling traffic at the

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Yale boat races recently, shows our State Police are on their toes in utilizing technical developments in the preventive phases of their highway work.

Unfortunately, to too many motorists a holiday trip is a great big game of "cops and robbers," a game in which the goal seems to be the utmost evasion of traffic regulations that can be had with a minimum of detection. You've heard drivers boast, "Averaged 55 miles an hour getting back from Boston," or "We hit 75 on the parkway and got up from New York in no time." Over the week end, such drivers were checked to some degree by the omnipresence of State Police cars and motorcycles along the side of the road. The consciousness that law enforcement was ever at hand served to ease the weight of some feet on the accelerator pedal. Town constables use the "serving by sitting and waiting" process with similar success. Always it is the hope that highway safety can be brought about with education in proper driving habits, but we must face the fact that moral, well-behaved citizens forget their sane modes of behavior when they step into an automobile. Perhaps the only way to thwart their self-destruction is by rigid law enforcement, and it is good to know that our State Police and town constabulary are prepared and equipped to keep down the toll on our state highways by keeping a wary eye on those who would scorn the law.

(Waterbury Republican)

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### JAIL OR STICKER

Los Angeles has one of the country's toughest traffic situations. Safety is hardly the

guiding star of the thousands of motorists who drive in the sprawling California City.

A Los Angeles judge, in order to do something about the mounting traffic violations, has come up with what seems to be a sound idea. He offers offenders the choice between five days in jail and having large "Traffic Violator" stickers affixed to their windshields for a month.

Inasmuch as most persons undoubtedly prefer liberty to incarceration, the choice must run heavily to the sticker alternative. The sticker serves the double purpose of subjecting the driver to a certain amount of opprobium and constituting a lasting reminder of his shortcomings under the law.

Time will have to prove or disprove the effectiveness of the plan, but at least it will bear watching. Anything that induces observance of traffic regulations is worth adoption elsewhere.

(-New Haven Journal Courier-)

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### COURTESY ON THE HIGHWAY

Almost invariably the letter to the editor from a motorist is not in complaint about some other motorist who made the highway dangerous because he lacked courtesy toward his fellow travelers. In a communication that we print today, the director of our state Highway Safety Commission asks why letters do not similarly come in praising the countless examples of courtesy that we all fortunately experience.

The great majority of automobile drivers are people of sanity, carefulness and courtesy. If it were not so, the tragedies of our highways would be far greater in number than we are now

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experiencing. There are drivers who will not dim their lights, but by far the greater number either lead the way to dim lights or immediately respond to the suggestion in your own dimming.

The autoist, however, does not sit himself down to write the editor about the courtesies received. The very fact that he does not do so in itself proves that courtesy is the rule not the exception. The things that excite news reporting or letter comment are the things that are out of the regular line of experience. The neighbor whom you meet in the morning does not remark, "I ate my breakfast this morning." He might remark, "I did not eat my breakfast this morning," which would bring a solicitous question concerning his health.

What we need to accomplish is a wider education in courtesies of the road. There are state laws governing what you may legally do and what you may not. These are usually brought into discussion after a crash. It is courtesy that figures in advance in preventing crashes. Maybe the right of way legally is yours, but in a 50-50 approach of two vehicles it is not only decently pleasant but sensibly safer if you let the other fellow have it. You'll arrive at your destination in about the same time. More important still, you'll arrive at your destination. ---- (Waterbury Republican)

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The right of way isn't worth dying for.

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Don't learn traffic laws by accidents.

### THEY NEVER WILL BE MISSED

It is gratifying to know that the State Police are taking steps to check what Lieutenant Tucker aptly describes as "stunting, buzzing and other hare-brained activities" of airplane pilots in the vicinity of Candlewood Lake. It is sad but true that certain persons are simply overcome with an arrogant sense of power as soon as they get their hands on the controls of a machine. Immediately bereft of courtesy and common sense, they become at least a nuisance and often a menace.

It is not only airplane pilots that are afflicted with this delusion of grandeur which seems to be especially stimulated by the fumes from a gasoline engine. A plane "buzzed" within ten feet of three persons in a motorboat on Candlewood Lake, which must have been a terrifying experience.

But many a canoeist or swimmer has reason to know that a fool in a motorboat can be pretty obnoxious at times.

Then there is the motoring moron who thinks it is smart to speed from traffic light to traffic light, halting with a flourish just short of the pedestrian line.

The harebrained aviator is just the latest in a succession of irritants, most of which arise from the injudicious combination of an internal combustion engine and a human dim-wit. We wish the State Police the best of luck in their new campaign.

(Hartford Times)

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BE COURTEOUS--DIM YOUR LIGHTS

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The following is a summary of the motor vehicle arrests, warnings and patrols for this department for the month of September, 1947, with a comparison of figures for the month of September, 1946.

	<u>September 1946</u>	<u>September 1947</u>
Motor Vehicle Arrests	552	683
Warnings	4925	7811

	<u>Jan. 1 to Sept. 30, 1946</u>	<u>Jan. 1 to Sept. 30, 1947</u>
Motor Vehicle Arrests	4874	6257
Motor Vehicle Warnings	35,555	48,281

<u>CHARGES PROSECUTED</u>	<u>1946</u>	<u>1947</u>	<u>PENDING COURT</u>	<u>1946</u>	<u>1947</u>
Reckless driving	59	51		62	45
Drunken driving	26	34		14	10
Speeding	159	220		124	107
No license	57	91		36	39
Other motor vehicle violations including rules of road	379	438		107	154
Total Charges prosecuted	680	834		343	355

Number of days on which men of each station have done patrol work:

	<u>1946</u>	<u>1947</u>		<u>1946</u>	<u>1947</u>
Headquarters	104	106	Westbrook	234	359
Ridgefield	164	270	Westport	357	627
Canaan	100	99	Hartford	228	275
Stafford	194	204	Bethany	313	591
Danielson	90	141	Colchester	226	160
Groton	310	360	Litchfield	127	126
			Total	2447	3318
			Daily Average	82	111

RED, AMBER or GREEN  
(From Our Co-Partners The Police)

THE PASSING PARADE  
By Colonel C. W. Woodson, Jr.,  
Superintendent  
Department of State Police

On last Sunday afternoon, I was lounging in my back yard attempting to relax from the previous week's work. My mind was many miles from the daily grind of traffic control, of reports of accidents, of enforcement planning. It seems now as I look back that I must have been fascinated for some minutes by an unusual movement on the ground to my left. I apparently came to with a start, realizing that I was gazing at one of nature's marvels. Thousands of ants were moving in two never-ending lines. One line was proceeding over a portion of uneven ground, around a number of small rocks through several feet of velvety grass and then up, up, and still up a tall pine tree. The other line was returning by a similar route. Fascinated by the huge loads these workers were moving with such determination, I continued to watch them and found to my dismay that these two continuous lines of ants moving in opposite directions were actually crossing each other at many distinct points. At first I could not believe my own eyes as I watched these thousands of insects moving so smoothly without collision.

Truly nature was giving a free demonstration of traffic control. There was no need for traffic lights at those crossings, no need for stop signs; in fact, search as I did, I could not even locate one single ant that seemed to be engaged in the direction of traffic. The movement seemed to be timed perfectly, and courtesy and observance to a prescribed pattern of movement seemed to be in order. Could it be, I thought, that these ants had ever heard of traffic safety? Did they need a standing army to direct their movements? Certainly it appeared that nature alone had handled the educational phases of the ant's training in traffic safety.

The more I thought of this phenomenon of old mother nature, the more senseless appeared the loss of life we were suffering on the streets and highways of the state and nation. Why? Why must people continue to kill and be killed by an instrument of such merit and use as is the modern motor vehicle? There was but one answer---that man has not yet learned the self discipline we like to claim for the human race; that he has not yet learned that a second's time saved is not worth a lifetime of suffering.

The parade of motorists and pedestrians which moves daily over the byways of the nation could move with the same ease and lack of friction that is demonstrated by the ant if each motorist and each pedestrian would obey the basic rules laid down for his movement.

Consider, for a moment, a signalized intersection in any of our Virginia cities. Is there any reason for friction between motorists or a motorist and a pedestrian? None. None whatsoever if each user obeys the simple rules laid down for traffic movement through that intersection. If the red light means stop to motorists, it must likewise mean stop to pedestrians, who must be protected further from right and left turns made by motorists solely by the courtesy of the driver making such turn.

In case of our parade of ants, we noticed that there was a uniformity in the speed of the entire column. There was little passing except when an ant fell at the wayside, and usually it stopped to the side of the column movement so that there was no interference in the main stream. Do we use the intelligence displayed by the ant in our column movement? No, generally speaking we will usually find a few of our drivers who must run a little faster or a little slower than the over-all movement. This, of course, brings about interferences which affect the whole line. All of us are not going to the same stopping point, so there are many turning movements in our traffic which are not noticeable in the traffic pattern of

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the ant; however, we do have a large number of motorists who do not hesitate to stop or double park, thereby disrupting the entire movement of traffic to the rear. Thoughtlessness and personal laziness are generally the reasons for these actions, but it does cause inconveniences to many and results in traffic congestion and accidents.

As we sit on the sidelines and watch the "Passing Parade" of motorists and pedestrians stream by, we realize more and more the need for greater educational effort in the training of our drivers of the future, if we are to make much headway in reducing the annual loss of life in traffic accidents. Traffic control is more than the making of rules, more than the enforcing of those rules, it must incorporate a means of showing why such rules and regulations are necessary. That can be done only through proper means of education, a briefing, if you will, of the pattern of movement which must be followed if we are to have traffic safety.

Yes, with thirty-three million motor vehicles using the streets and highways of the nation, we do have a "Passing Parade", a parade which can lead to a predetermined terminus or to the great beyond. The ending depends on the ability, skill, knowledge, and courtesy of the millions behind the wheel and of all of those who walk.

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### STREET AND HIGHWAY SAFETY

The need for additional care in the use of the streets and highways is being emphasized by the early arrival of darkness. Before many children are called in by their parents, and before many daily workers have arrived at home from work, darkness has fallen. Add to the lack of visibility the fact that uncouneted numbers of people are in a great rush to wind up their affairs for the day and reach their homes as quickly as possible, and it is easy to understand that the scene is laid for tragedies.

Only by the exercise of sound common

sense by both drivers and pedestrians, especially during the critical hours of early darkness, can serious accidents be prevented and deaths and tormenting injuries be avoided. But vigilance and precautions do save lives and reduce the number and extent of injuries. Safety drives regularly pay off by protecting many families from the frightening view of relatives lying badly battered on the pavement.

But safety on the streets of the city and the highways of the state is not the responsibility of one person or of one organization. On the contrary, it is the responsibility of all of us. The police will do their part in all of the prescribed ways. They will conduct their regular "drives." They will attempt to prevent dangerous speeding. They will repeatedly halt the operations of violators of the law. In fact, they will follow carefully their instructions as issued at headquarters.

They can not be everywhere at once, however, and therefore they will have to get the full cooperation of the public if their safety campaigns are to attain success. That full cooperation they should certainly have, for when people realize the purposes behind the safety programs--to save lives, prevent horrible injuries and reduce the annual property loss--no argument on earth can justify violation of the safety regulations.

Therefore we suggest to users of the streets and highways that they check their impulses to speed in dangerous areas, to rush across streets without looking first to right and left. The traffic signs and lights which have been set up by police departments have been put in place for definite and logical reasons. On some of the corners where warnings have been posted, people have been killed in former years.

We do not want to see any more people killed by cars in this city. Cooperation for safety could make our future record better than any other of the past.--Bridgeport Post.

# Entre



# Nous

## Veteran Officer Knows Vast B.C. Well After 35 Years of Extensive Travel

Policing the undeveloped and largely unexplored wastes of British Columbia's northland in the years just before the Great War was a vastly different undertaking from the law enforcement system of today, with its speedy transportation by boat, land and air and its extensive communications network by wire and wireless.

At the end of this month, in the retirement of Commissioner T. W. S. Parsons, British Columbia Police will lose one of its pioneer officers and one who was very largely instrumental in the streamlining of the force and its reorganization along virtually military lines.

In his 35 years in the Provincial Police, the tall, deeply bronzed commissioner with the guardsman-like bearing came to know the whole vast territory of British Columbia like the back of his hand.

Small wonder that he did, for he has traveled over and around it by almost every means of transportation—afoot or on horseback, by dog team and on snowshoes, by car and train, steamer and small police launch, and, latterly, by air.

He knew the Northern Interior of the province when there was scarcely any white settlement, and no white women at all; when outbreaks of lawlessness called for the single-handed exercise of courage, determination and tact, with no superior authority to turn to for assistance.

### VELDT EXPERIENCE

In his work then, young Parsons benefited from earlier police experience, but the frozen northland was a far cry from the hot African veldt where he had gained that experience maintaining law and order among 30,000 black men.

From his early youth, Commissioner Parsons has lived a life of adventure. He was born at Old Charlton, England; educated at private schools in Hertfordshire, then articled to a firm of architects and estate agents—much too dull an occupation for a lad of his propensities. In the volunteer movement of that day he found an outlet, serving with 1st City of London

Artillery in 1899-1900, and with 1st Bedfordshires from 1900 to 1904.

In the latter year he packed his belongings and sailed for South Africa, where he entered the famous South African Constabulary. Though he was to serve with that force for the full five years of his enlistment, it was from it that he got his first hankering to see Canada, for most of the time he was in the Canadian division of the constabulary, under Canadian officers.

Ten days after his discharge in 1909 Mr. Parsons returned to England, but after life on the wide African veldt the Old Country offered no excitement, and he emigrated to Canada.

For a short time he tried his hand at ranching at Blackfields, Alberta, then continued west to British Columbia, and on March 23, 1912, joined the British Columbia Police at Prince Rupert as a special constable.

### SKEENA POST FIRST

His first post was at Kitselas, on the Skeena River, at a time when there was plenty of work for "the law" with construction of the Grand Trunk Pacific Railway in full swing.

The following year he moved to Terrace, and in 1914 was transferred in the rank of chief constable to take charge of the newly opened station at Fort St. John, very much alone, and with out-stations to look after at Pouce Coupe and Hudson Hope.

In those days it took four months to get replies to letters from Victoria, by which time the whole issue was quite dead. Police officers in the outposts then had to work entirely on their own, make their own decisions, and report results to headquarters afterwards.

Mr. Parsons' Peach River "beat" was a huge one, embracing all Northern British Columbia east of the Rocky Mountains. But there were more miles than people. It was all new territory, with no schools, few white men and no white women—the last outpost of the West.

He put in three years there, adding to an already big storehouse of experience, before being transferred

in the Fall of 1917 as deputy inspector for the central Interior, with headquarters in Kamloops.

In succession thereafter he was in charge, at Prince George, of the districts of Omineca, Peace River and Fort George, and at Prince Rupert of the whole of the northern territory to Rivers Inlet. In the latter appointment he had jurisdiction over an area of 220,000 square miles, which he claims to have "walked round religiously every week."

### BROUGHT TO VICTORIA

Mr. Parsons remained at Prince Rupert until 1924, when, on reorganization of the force on the divisional system, he was brought to Victoria and placed in charge of "A" Division, comprising Vancouver Island.

In succeeding years, and as titles of appointments changed, he became assistant superintendent, assistant commissioner, deputy commissioner and in 1939, on retirement of Col. McMullin, commissioner.

For many years—long before he joined the police—there had been talk of a uniform for the force. Mr. Parsons was given the job of designing it and in 1924 a uniform of definite style and material was approved.

That was the year of the big reorganization worked out by Mr. Parsons. Administrative methods were systematized and brought up to date, and the division-district-detachment plan that is still standard throughout the force was put into effect.

Out of this reorganization grew the present system of policing municipalities under contract. It was the first experiment of its kind in Canada, and because of its success it is even now being copied south of the border by Connecticut State Police.

### RADIO PIONEERS

British Columbia Police pioneered in Canada, too, in use of radio in police work. Started 12 years ago, its radio branch now operates 22 stations, exclusive of field radios and the two-way car radio telephones soon to be installed in a Province-wide network.

It built up a sizable water service, which has long done most of the coast guard work on the western seaboard, and which comparatively recently was integrated with an air-sea rescue plan blanketing the whole province, with naval, air and police co-operating in a comprehensive plan of reporting and rescue work.

In community life, Provincial Police officers, especially those in small towns and isolated settlements, have assumed an increasingly important role. They have become the big brothers of the young people, organizing sports and other recreational activities where no other agency existed, and in most districts acting as coaches of teams and counselors generally.

### SCHOOL IN ADVANCE

Great strides have been made, too, in development of a modern system of crime prevention and detection. In 1929 the Police Training School in Victoria was started under Col. McMullin's regime, with Mr. Parsons in charge. From small beginnings, the school has grown in importance to become a model, and more recently has incorporated a branch devoted to scientific investigation.

Mr. Parsons, soon to become administrator of Queen Alexandra Solarium, has had wide interest outside or allied to his police work. He is a member of the Boy Scouts Provincial Council, a past president of the Canadian Club of Victoria and Pacific Coast International Association of Law Enforcement Officers. Until recently he was executive member for British Columbia of the Chief Constables Association of Canada, resigning in favor of Chief J. A. McLellan of Victoria. As deputy inspector of jails, he has had much to do with rehabilitation of delinquent youths, pending reopening of New Haven.

In 1943 he received the O.B.E. from the King, and was made a Serving Brother of the Order of the Hospital of St. John of Jerusalem, and in 1946 was made an officer of the Order of St. John.

Reprinted from  
The Daily Colonist



IN DEFENSE OF ELMER

In ancient times the names bestowed upon children always had a clear meaning to the parents and to the folk among whom the child grew up. This was as true in the Teutonic countries as in the Mediterranean lands and among the ancient Israelities -- the three sources from which the commonest given names are still derived. It need scarcely be pointed out that this is no longer true. The commonest non-Biblical names among the English-speaking peoples -- William, Richard, Henry, Harold, Edward, Charles and George -- were lastingly popularized at various epochs by the English kings that bore them. So also with Alexander, Donald and Malcolm among the Scots. Thomas was not at all common in Great Britain until after the martyrdom and canonization of Thomas Becket in the year 1170 A.D., when even the Gibcats became Tomcats. But how many parents who bestow or how many children who receive these names give a thought to their origins or associations?

This is even more strikingly true of the wide use of names that were once popularized by conspicuous figures in American history who are now forgotten. Among the Pennsylvania Dutch, for example, hundreds of members of the Mennonite, Amish and other pacifistic sect, who would not dream of naming a child after a soldier, are named Wayne, thereby perpetuating the fashion established during the Revolution of naming children after the idolized Mad Anthony. Much less obvious, however, is the origin of a name which for a century has enjoyed wide and persistent popularity in every conservative American community but upon which the wise-cracking sophisticates of the metropolis have lately

been casting aspersions by implication and innuendo. That excellent name is Elmer. But who was the original Elmer whose admirers set the fashion for several generations of faithful but forgetful Americans?

The name does not occur in Burke's or any other peerage, knightage or companionship. Nor is it found in any easily available English or American histories; but if the curious inquirer will delve into old collections of biography or into American histories written in the middle of the last century, he will soon encounter the brothers Ebenezer and Jonathan Elmer, of Cumberland County, New Jersey. They were Revolutionary pamphleteers, organizers of pre-Revolutionary militia, surgeons and officers in command of troops throughout the Revolution, members of Congress and fierce debaters of a hundred stirring issues of their times, enjoying a fame and popularity that is easier to understand than their present oblivion. The name Elmer therefore has such an honorable genealogy that it is time for America's countless Elmers to know it and stand up for it.

Contributor--Lt.W.Elmer Mackenzie  
(From Elmer's Scrapbook--1938--  
Herald Tribune Clipping).

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WHAT A SURPRISE

Mamoroneck, N. Y., --(AP)-  
Their red faces alone may be enough evidence to convict some of the 28 men rounded up in an outdoor dice game by parkway police here recently.

When the police arrived the men fled and hid face down--in a field of poison ivy.

# IN-SERVICE STUDIES

## THE EMERGENCY CERTIFICATE FOR MENTALLY ILL PATIENTS

By  
James M. Cunningham, M.D.

For many years patients have been sent to mental hospitals on an emergency certificate for the detention of "suddenly and violently" mentally ill persons as provided in Sec. 1732 and amended by 676c Cumulative Supplement to the General Statutes. Because of words "sudden" and "violent" many such certificates were not legally applicable even though the persons so certified were mentally ill and in need of hospitalization. Every investigation made of the care of the mentally ill has brought to light the discrepancy between the social usefulness of such a procedure for hospitalization and the legal technicalities of its use. Because of this, there has been much public misunderstanding and fear of the emergency certificate. The 1947 General Assembly repealed the statute and substituted Public Act No. 254 in its place. An abstract of this law was printed in the August, 1947 Connecticut Health Bulletin. The whole law is printed on the new emergency certificate form. This article is to call attention to the particular changes in the statute with which every physician and each superintendent of a public or private mental hospital should be familiar.

### Changes Which Every Physician Should Know

1. The new statute no longer requires that the person being certified be "suddenly and violently" mentally ill. It merely requires that such person be in immediate need of care and treatment in a hospital for mental illness.

2. The emergency certificate must be signed by a physician licensed to practice medicine and surgery in Connecticut. Formerly, the signature of any reputable physician was required.

3. The signature no longer has to be

sworn to as was formerly the case.

4. The signature of the physician must be dated not more than three days prior to the day of delivery of the patient to the hospital for mental illness.

5. The examination of the patient must be made not more than three days prior to the date of signature of the certificate.

6. Each certifying physician, from personal examination of the patient, must state his findings relative to the patient's physical and mental condition and be of the opinion that the patient is in need of immediate care and treatment in a mental hospital.

7. Every physician should know that any person has a right to call his own physician and that this applies to a person who is being certified for immediate care and treatment in a mental hospital.

### Changes Which Superintendents of Mental Hospitals Should Know

1. That any patient admitted involuntarily without probate court commitment must be accompanied by a certificate signed by a physician licensed to practice medicine in Connecticut. The superintendent should be familiar with the above requirements of the certifying physician.

2. The superintendent may confine the patient for not more than thirty days, except, when probate proceedings have been initiated but not completed by the end of thirty days, he may retain the patient in the hospital until the completion of the proceedings in probate court.

3. The superintendent of any hospital for mental illness shall immediately discharge any patient found out to be mentally ill or recovered from mental illness.

4. The superintendent of any state mental hospital shall immediately notify the Commissioner of Welfare in writing of the delivery of any person on emergency certificate to the hospital.

5. The superintendent of the state hospital shall also make recommendations

to the Commissioner of Welfare regarding the institution of proceedings in probate court.

6. The physician in charge of any private mental hospital must immediately notify the secretary of the Public Welfare Council in writing of the delivery of a person on an emergency certificate to the hospital.

7. The physician in charge of a private mental hospital must notify the secretary of the Public Welfare Council before or at the termination of thirty days that the patient has (a) been discharged, (b) committed by probate court or (c) that probate court proceedings have been initiated but are not completed.

#### What the Public Should Know About the Emergency Certificate

Everyone should be aware that the emergency certificate is a method by which a mentally ill person may receive as prompt medical treatment as any other kind of illness. It is not a legal commitment but is an emergency detention order and the procedure adopted has been carefully designed to protect his civil rights as well as to secure prompt medical attention for him. Since his civil rights have not been removed by proceedings in the probate court, he still has the right to call his own physician. In cases of mental illness, the patient is often too ill to know when he needs hospital care, hence it is usually relatives who call in the physician to examine him and sign an emergency certificate if that should be required. However, the patient still has the right to call his own physician, and if this physician disagrees as to the presence of mental illness and need of hospital care, then the emergency certificate may not be used. Everyone should realize however, that it is the duty of any personal physician to make a correct diagnosis and advise of proper care and treatment even though it be against the wishes of the person who called him. It is probable that only in very doubtful cases will a physician called by a patient disagree with a phy-

sician who has been called by relatives. In such doubtful cases, it is probably wiser for proceedings to be initiated in probate court without recourse to the emergency certificate.

Connecticut Health Bulletin

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#### IN HIS SERVICE

A young girl of sixteen lay dying. She had been an elder child in a large motherless family. She spent her childhood bearing the burdens of the home. She literally was tired to death, dying of tuberculosis. A visitor asked, had she been confirmed? Had she gone to church? To which she answered: "No."

Taking a serious view of the whole situation the visitor next asked, "What will you do when you die and have to tell God that?"

The child laid her thin, transparent hands, strained and twisted with work on the coverlet and said: "I shall show Him my hands."--Everybody's Weekly--).

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#### NO WONDER!

A motorcyclist, in an effort to keep warmer, turned his coat around so that the back would better protect his chest and neck. As he sped down the highway, a car dashed across his path from a side road and the cyclist was thrown into a ditch.

The police soon came along, and one of the members attended the prostrate cyclist.

"How is he?" asked another minion of the law.

"What a shame!" replied the first. "The poor lad has his head turned around. By the time I got it fixed, he was dead!"---Coronet

CR KED GAMBLING PAYS-TO OPERATORS

The elaborate gambling setup which New York police said they recently uncovered was a high class example, says sandy-haired Audley Walsh, of some of the multifarious schemes, swindles, rackets and devices which he estimates mulct a half-billion dollars annually from a gullible public.

Walsh is a sergeant on the Ridgefield Park police force, and has gained national recognition because of his intensive study of gaming rackets. He has piled a valuable assortment of gimmicked apparatus into his home as a sort of "fixed" memorial to the hordes of men and women who perennially hope for easy money via cards, wheels or other gaming gadgets.

Most people have heard about marked cards and phony dice, but it takes a magician to detect them in use and expose them. That's exactly what Walsh is and it explains how he started in his specialty.

While recuperating from a motorcycle accident 15 years ago he took up the study of magic, became proficient and joined the Society of American Magicians. He specialized in sleight-of-hand with coins, cards and dice. Other members of the police force soon turned to him as the authority where crooked gambling activities were involved. In short order, magic for entertainment was replaced by police work and prosecution.

Walsh acquired an extensive array of gambling equipment and took the gimmicks apart to see what made them pay off. In almost every case he found, the sucker who bets could be cleaned out as quickly or as completely as the operator wishes. There isn't a carnival or roulette wheel that can't be "gaffed" by pedals, catches or magnets and controlled down to a gnat's hair by such a simple thing as leaning on the table.

Walsh recalls the night he watched a carnival grifter in action. It was the closing play of the last night and the operator suddenly disclosed that he had a heart of gold.

"Put your money--any amount--on any one of the 15 numbers." He urged. "You've been a good bunch of sports, and now I'm gonna do something for you. If any one of the numbers shows up--you'll all be paid. All I have is just one chance on the wheel--just the star."

With that magnanimity the yokels bit for all they had. It was a 15 to 1 shot in their favor and the chance for that lone star to show up looked slim. Walsh chuckles as he relates how that star showed up under the pointer--not just the star, but the exact split center of it.

The wooden stand on which the wheel was suspended, was hollowed out. A leather thong encircled the metal bar on which the wheel pivoted. A piano wire was attached to the leather thong. The wire went down and under the table. It was attached to a dog collar. The operator put his foot in the dog collar and by exerting the right pressure could brake the wheel to a gradual stop. Without the braking, the wheel was so perfectly balanced on ball bearings, it could go indefinitely.

Walsh also showed how the keno cage, an apparatus used for selecting the numbers at the familiar keno and bingo affairs, can be rigged in advance with the winning numbers for the grand cash prize. A secret compartment holds them ready and a turn of the cap releases them for the confederate who has the winning card.

Also in the carnival bag of sucker tricks are the many variations of the two-way number gag, used in all sorts of dart and throwing games. The operator can vary a number by turning, switching or changing. Here's a simple example:

Suppose number 17 is a prize winner and by good throwing you've landed on it. The operator picks the number off the book and brings it closer for you to see as he hollers, "number 11 . . . try again, huh?" Your eye sight really was bad, wasn't it? No indeed. you were being taken, for he merely had turned the number upside down and put his thumb on the horizontal bar of the

seven and there it was, number 11. If anybody won the prize with 17, it was generally a confederate.

In the deluxe gambling field are expensive roulette wheels which can be regulated by needles, bumpers and magnetic controls. The devices are ingenious and intricate. If you had plenty of nerve, a compass and a magnet you could check on the honesty of the wheels yourself. But it's safer to be a cop like Walsh when he exposed the crooked wheels at a New Jersey yacht club recently. A compass held over the wheels revealed the location of the hidden batteries.

Another method described by Walsh is the use of hidden controls which adjust needles into any combination of numbers or colors making it impossible for the roulette ball to enter that number or color.

And now how about craps? You could be taken just as easily. Since phony dice were first discovered in the ruins of Pompeii (they were mis-shaped and mis-numbered), cubes have been loaded, hollowed, edged, capped, bricked, topped and beveled, to mention just a few of the technical terms. Out of style now is the old method of loading with mercury, due to its nasty habit of eating through and discoloring the bone or plastic, not to mention the disquieting factor of having to 'tap' the dice now and then to change the position of the mercury in order to make a different point.

Even dice that are transparent and guileless looking, can bode no good. Bits of expensive metals like gold and platinum are placed directly under the painted "point" dots. For the cheaper trade, the dice are loaded with lead. If you ever really want to know whether such dice are loaded, burn them. There will be a metallic deposit left but the sharpers will be gone.

Some non-transparent dice are crooked but burning won't reveal it. They have cavities cut under the spots which makes the opposite sides heavier. The light side will naturally--or rather unnaturally--show up in a percentage way out of

line with the laws of probability.

Still another type of crooked dice found in gambling houses is magnetic. They are controlled by magnetic fields in the dice table. A lot of small operators liked this idea and adapted it to cigar counter play, says Walsh. They put the magnetic field in a humidor under the glass in the counter. The dice are rolled on top of the counter for cigars or a quick buck. It is surprising how quickly the bucks gravitate to the operator.

Cards probably are the greatest suckers' paradise ever invented for the benefit of the swindler, says Walsh. They first appeared in the 13th century from Egypt, were hand made and generally used for fortune telling. The first marked cards were purely accidentally dirt spots, fly specks, finger marks. The larcenous-minded learned to read the tell tale spots, and in short order decided to make their own.

With the advent of printing more cards were distributed. At that time the designs were on one side, and the back was perfectly blank. Sharpers soon discovered that rubbing candle or paraffin on the blank side left an invisible mark which they could detect at certain angles. To combat this the cards were next printed on glossy stock. The sharpers countered by using alcohol to remove the gloss in certain patterns, and once again held the advantage.

The next move on the printers' part was to put a design on the back of the card to prevent marking. After that the ingenious methods of marking cards were limitless.

To get technical again they are "edge-readers." one-way backs, invisible and infra-red ink read by certain colored glasses, pin pricks, and design variations. There are "hold-outs" which are attached to the body and which project a card into the hand merely by flexing certain muscles.

Rings, metal cigaret cases or lighters, ash trays are used to reflect cards held by one player to confederates. High cards can be cut by the way they are beveled in certain spots. With the

expose of the New York gambling setup came a refinement of a modern device--the one-way mirror.

Undoubtedly somewhere the latest research on radar is being studied by some sharper with an eye towards adapting it to swindling with cards. Sgt. Walsh has a sure fire method to avoid being taken by that possibility.

"It's easy." He said. "Don't gamble with strangers . . . in fact don't gamble! . . . But 10 to 1 you will."

Associated Press

JOHN ROSS vs. FREDERICK B. CROFUTT,  
DEPUTY SHERIFF

Third Judicial District, Bridgeport,  
April Term, 1911.

Hall, C.J., Prentice, Thayer,  
Roraback and Wheeler, Js.

Every possible crime, committed in any State of the United States, including misdemeanors as well as treason and felony, constitute extraditable offenses under the provisions of Article 4, & 2, of the Federal Constitution requiring the surrender of fugitives from justice who are charged with treason, felony, or "other crime."

No State can by legislation limit or abridge the meaning of the word crime as thus used in that instrument.

In this State the Act of 1852 (General Statutes, 1564-1567) provides for the surrender of persons charged with felony or other "high crime." Held:--

1. That by the words quoted the legislature obviously did not intend to restrict or lessen the crimes for which persons might be extradited, since the Act in express terms was made applicable to "any case authorized by the Constitution and laws of the United States"; and therefore must have used "high crime" as synonymous with the Federal Constitution, but were designed merely to eliminate unnecessary words and self-evident propositions.

The Act of Congress (Revised Statutes

of United States, 5278) prescribes the procedure for carrying into effect this constitutional mandate regarding extradition.

Upon a demand for the surrender of a person, two questions present themselves for the determination of the Governor: first, has the person demanded been substantially charged with a crime against the laws of the demanding State, by an indictment, information, or affidavit properly certified; and second, is he a fugitive from justice of that State.

Before issuing his warrant of arrest, the chief executive should have before him a copy of the indictment, information, or affidavits taken before a magistrate in the demanding State, charging the fugitive with the commission of a crime in that State, though these need not be incorporated in the warrant nor attached to it.

Such warrant is of itself prima facie evidence of the regularity of its issue, and is sufficient to hold the accused until the presumption in its favor is overthrown by contrary proof.

A high crime is one nearly allied and equal in guilt to felony, but which technically does not fall within its definition.

A conspiracy in New York May be either a felony or a misdemeanor.

Revisers are presumed not to change the law, and a mere change in words will not be deemed a change in the law unless it appears that such was the intention.

A browbeating attorney finally asked a witness how far he had been from the scene of an accident.

"Just five yards, two feet and seven inches," was the reply.

"How does it happen you're so exact?"

"Well," drawled the unabashed witness, "I expected some fool or other would be sure to ask me, so I measured it.--Correct".

OUR FOUR-FOOTED DETECTIVES

Off. Walter J. Foley, C.S.P.

The recent transfer of our four-footed friends from Station "A", Ridgefield, to Station "I", Bethany, caused much comment and speculation as to the value of maintaining this special unit for limited purposes. At Station "A" the kennels were small and in a residential area. At Station "I" the kennels are larger and the area is non-residential. Officer Angelo Buffa, with Lieutenant Smith and mechanic Brett Nash, went "all out" in providing adequate quarters for "our friends." These improvements have surprised our "fleet-footed friends."

Then again, the transfer added another trainer to the "Squad", Officer Clayton Gaiser. "Clay" gets the opportunity also of attending the special course at the Royal Canadian Mounted Police Dog Training School near Ottawa. My experience and training there in 1944 has paid dividends to C.S.P. While we assign our four-footed detectives mostly to cases of missing persons, the R.C.M.P. has many uses for these "master minds." Their activities are well defined in the R.C.M.P. Quarterly Magazine (April, 1947). Some day C.S.P. will make similar use of these fleet-footed detectives. We quote from the official record of the R.C.M.P. Quarterly:

"Comprising 17 dogs and their handlers, the R.C.M.P. Dog Section, which had its beginning in October, 1935, is an integral part of the Identification Branch of the Force's Criminal Investi-

gation Department, and it has a separate establishment in each of the six provinces where we do provincial police duties. Though in recent years the Force has bred its own dogs, some still are required from outside sources. The breeds are German shepherd, cross shepherd-Labrador, Doberman pinscher and Reischenschnauzer. Scientific studies long ago revealed that every human has his own peculiar "body odor" which cannot be erased regardless of how often the person bathes or if the antidote taken. It is the trained dog's ability to trail this spoor hours after it has been left that makes him so valuable an aid to law-enforcement bodies. The dogs must undergo rigid training. For while special emphasis is placed on their ability to track, to qualify in the Force they must develop a high brand of courage and an unfailing tenacity of purpose. Each one selected is turned over to a dog master, and the man and beast work together as a team. The dog master directs the dog's education and habits, and his first concern is its health and efficiency. He feeds it, grooms it, exercises and trains it. He is the only one it obeys, its only handler for its entire service which averages nine years.

"The training starts when the dog has outgrown some of the scatter-brained antics of puppyhood and is old enough to be taught obedience. It usually lasts about a year and the exercises embrace, among other things: trailing under many varied conditions: climbing, scaling walls, walking along

narrow planks and so on, so that the animal will be able to follow a fugitive no matter where he goes; protecting the police and warning them of impending danger; facing gun-fire; overtaking, disarming and guarding a fleeing criminal until help arrives; standing guard over prisoners, police cars and stolen property; water rescue work.

"Such crisp commands as 'heel', 'sit', 'down', 'up', 'come', 'stop', 'fetch', are dinned into the dog's ears until it learns to respond immediately to them. Each dog is schooled in everything it does, and not until it is thoroughly obedient is it allowed out on its first assignment.

"When the course is over, dog and master are posted for active police work in the field. But even then they continue in a daily round of work-outs that keep the dogs alert and in good condition, and every year they 'return to school' for a refresher course. That the training is taken very seriously seems to be exemplified by the actions of one dog who was found to be missing from his kennel; located by himself on the training field, the shaggy pupil was conscientiously rehearsing his drill exercises as a good student should.

"Police service dogs have piled up an impressive record in crime detection and prevention. Frequently, in robberies, safe blowings, arson and other major crimes, the only clue is an unseen trail that only a dog's keen nose can follow. Given the right scent a dog can pick out the wanted man from an identification parade or group of suspects. In

one case a dog followed a trail and found a button which later was a vital link in a chain of evidence that convicted a criminal, and in another a dog achieved the almost impossible by taking scent from a brass cartridge ejected from a rifle after being fired.

"As in the classic case of Sherlock Holmes' amazement over the remarkable behaviour of 'the dog in the night' (you'll remember that the dog did nothing), negative findings also are not without their value. Thus a man who complained that he had been beaten up and robbed, confessed his story to be untrue when a dog failed to locate any scent at the scene of the alleged crime. Again, evidence of a dog's propensities and past performances repeatedly has been admitted to corroborate other testimony in Court.

"The variety of cases that dogs can help solve is almost as extensive as crime itself. But apart from their detective prowess police service dogs have a considerable deterrent effect upon criminals. Their moral effect, too, is considerable and occasionally, fear that a dog's nose would sniff out the truth anyway, has led to a confession of guilt.

"Yet the dog's work is by no means always aggressive in nature. Countless times these wonderful animals have smelled out hidden and lost property - wallets, keys, jewelry, and other articles of value - and proved their worth in scores of other ways that, strictly speaking, are non-police jobs. When a Manitoba farmer lost his bill-



fold while cutting oats in a 45 acre field and had despaired of finding it a police dog's sensitive nose whiffed it out from inside one of the sheafs within a couple of hours.

"Perhaps, though, the dogs' most notable contribution to the public is their finding of missing persons; because a human life is at stake each time, these duties may be said to outweigh by far their pursuits along other lines. Day by day, these marvelous protectors and guardians add to their laurels in tracing the young and aged who wander away from their homes and become lost.

"Many crimes that formerly went unsolved due to the absence of clues might have been successfully concluded with the help of a dog, and many a policeman in the last dozen years has had just cause to be grateful that he 'called in a dog'. In Canada with its vast expanses, the scope of usefulness of these faithful canine servants naturally is very great, and the uses to which they may yet be put seemingly are endless. The latest development in the R.C.M.P. is their role in furthering the year-old Youth and Police movement in which they have invariably proved to be an inspiration to youthful audiences."

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#### AN EXECUTIVE HAS NOTHING TO DO

As everybody knows ... an executive has practically nothing to do ... That is ... except ... to decide what is to be done ... to tell somebody to do it ... to listen to reasons why it should not be done ... why it should be done by somebody else ... or why it should be done in a different way ... to prepare arguments in rebuttal that shall be convinc-

ing and conclusive ...

To follow up to see if the thing has been done ... to discover that it has not been done ... to inquire why it has not been done ... to listen to excuses from the person who should have done it ... and did not do it ... to follow up a second time to see if the thing has been done ... to discover ...

That it has been done but done incorrectly ... to point out how it should have been done ... to conclude that as long as it has been done ... it may as well be left as it is ... to wonder if it is not time to get rid of a person who cannot do a thing correctly ... to reflect that the person in fault has a wife and seven children and that certainly ...

No other executive in the world would put up with him for another moment ... and that ... in all probability ... any successor would be just as bad .. and probably worse ... to consider how much simpler and better the thing would have been done had he done it himself in the first place ... to reflect sadly that if he had done it himself .. he would have been able to do it right ...

In twenty minutes ... but that as things turned out ... he himself spent two days trying to find out why it was that it had taken somebody else three weeks to do it wrong ... and then realized that such an idea would strike at the very foundation of the belief of all employees that ... an executive has nothing to do ... (Oakite News Service)

# I N - S E R V I C E   S T U D I E S

## CONNECTICUT POLICE DEPARTMENTS EXCEL IN POLICE TRAINING

Recent discussion in well informed Police Circles disclosed that the Police Departments of Connecticut are taking every advantage of the various training facilities being offered by national and sectional police training agencies.

The National Agencies -- Northwestern University Traffic Institute and the National Police Academy (FBI) Training Courses covering 12 weeks are recognized by Connecticut Chiefs as tops for general police training.

Members of the NUTI associates in this area include:--  
Chief Thomas P. Bowen, Bloomfield Police Dept; Kenneth DePau Plimpton, Lyme; Sgt. James W. Clabby, Bridgeport Police Dept.; Capt. Herbert J. McQuire, New Haven Police Dept.; Sgt. John W. Gomper, East Hartford Police Dept.; Off. John M. Matcheski, Meriden Police Dept.

### Conn. State Police Dept.

Capt. Ralph J. Buckley; Sgt. Jesse F. Foley Jr.; Sgt. Harry Taylor; Sgt. Leslie W. Williams Jr.; Off. Edward J. Dooling; Off. Frank M. Dowling; Off. Vernon C. Gedney; Off. Albert H. Kimball; Off. Jerome F. Smith.

### Short Course (NUTI) Members

Lt. Harry Tucker and Sgt. Henry Palau.

Members of the FBI national academy associates in this area include:

HARTFORD: Dep. Chief Peter Anderson, Det. Sgt. James Egan, Capt. Vincent Hurlburt, Capt. James J. McGann, Chief Walter Sandstrom, Det. Sgt. John F. Paulsen, and Capt. Timothy J. McNamara. (District Members)

NEW HAVEN: Capt. Raymond J. Egan, Capt. Fred Esposito and

Capt. Howard O. Young.

MILFORD: Det. Robert F. Dixon and Asst. Supt. Arthur Harris.

HAMDEN: Dep. Chief Frank Cattaneo.

WESTPORT: Lt. Edward Capasse.

GREENWICH: Det. Sgt. Stephen R. Clark, Chief John M. Gleason, Capt. James P. Healey and Capt. David Robbins.

BRISTOL: Chief Edmund S. Crowley, Lt. Thomas V. McCarthy and Sgt. James Kane.

MERIDEN: Det. Sgt. Raymond Custy.

PLAINVILLE: Chief L. Datoli

NEW BRITAIN: Sgt. James F. Kelly and Det. William O'Day.

WATERBURY: Capt. John V. Leary and Lt. James Wagner.

FAIRFIELD: Chief James Kranyik.

MIDDLETOWN: Capt. Vincent Marino and Det. Sgt. Martin Novak.

PUTNAM: Chief Henry L. Mathurin.

WALLINGFORD: Ptlm. Thomas M. McKeon.

STATE POLICE: Capt. Leo J. Mulcahy.

WILLIMANTIC: Investigator Francis Sayers.

WETHERSFIELD: Chief Thomas Sullivan.

TORRINGTON: Lieut. Edmond J. Wall.

NEW LONDON: Sgt. Clarence Wells.

Outstanding in the specialized fields in Sectional Training courses and at present limited to State Police personnel in New England and to a few states in the Atlantic Region is the Harvard Medical School's Homicide Seminar. C.S.P. has been extremely fortunate in being included in these classes. Not only have we had personnel attending the general courses at Harvard Medical School but Dr. Allan Moritz with his associates

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

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conducted a seminar at Trinity College Hartford in 1943. Our State Policewomen were in attendance also. Next fall another session at Boston will cause an additional enrollment to this group. Meanwhile the following roll call lists CSP's Harvard Medical Associates:--

Det. Sgt. William Menser, Lt. Adolph Pastore, Det. Sgt. Francis Mangan, Det. Sgt. William Sullivan, Lt. Albert Rivers, Det. Sgt. Edward Shedroff, Officer Sam Rome, Det. Sgt. Harold Washburn, Det. John Doyle and Sgt. John Lawrence.

The CSP recruit courses have been enlightened and encouraged by the cooperation and assistance given through the courtesy of Special Agents Howard Fletcher and Frank Butler- New Haven FBI representatives -- Special Agent William Guilmar in US Secret Service New Haven -- Post-office Inspector Courter, P.O. Hartford, Special Agent J. A. Wms. Boston and Ed. Murphy, N. Haven, Narcotic Division U.S. Treasury. The Connecticut Chief of Police Association contribution to our Police Cooperation Policies have been ably presented by President Wm. J. Roach Supt., Waterbury Police Dept; Secretary, John A. Lyddy, Supt. Bridgeport Police Dept; and past President John A. Gleason, Chief of Police, Greenwich. Presentations of legal doctrines to the recruits by Coroner James J. Corrigan and assistant State's Attorney Arthur B. Gorman, both of New Haven County, merits special mention.

Recruits have also the privilege of getting the advice and hearing of the experiences of Chief Crowley of N.Y.N.H.&H.R.R. Police Force.

State agencies having close relations and inter departmental operations are represented as

follows:

Highway Safety Commission, William M. Greene (better known as Professor, Greene of Highway Safety), William Hansen, Assistant Secretary State Traffic Commission, Howard Sharpe, State Highway Department, Walter Mayo (former State Police Sergeant) State Motor Vehicle Department and County Detective Rowe Wheeler of Windham County. The "Voice of Experience" is well represented in our good friend Rowe Wheeler. Our departmental instructors in charge of the recruit and refresher training, Sergeant Leslie Williams and Detective Sergeant Harold Washburn are well qualified for their jobs. Sergeant Williams received the Bachelor of Arts Degree in Education from the University of Scranton Pa. in 1945. He holds a teaching certificate qualifying him to teach in secondary schools. He completed the Northwestern University Traffic Institute long course in 1945 and attended American Red Cross National Aquatic school in 1944. Sergeant Washburn holds a Bachelor of Arts Degree from Tusculun College, Tennessee. He completed the Correspondence course offered by the school of Applied Science, Chicago Ill. He attended a Seminar in Legal Medicine for Police Officers at Harvard Medical School, Boston, Mass.

Next fall we are reliably informed, will find resumption of refresher courses for "all the boys" young and old. A special course will bring representatives of the A.P. - U.P. and local press to give us the real insight on Public and Press Relations.

THE LAW AND THE MOTORIST

Timely Comment on Court Decisions  
and Legal Developments Affecting  
Car Ownership

Serious accidents have frequently been caused on account of the fatigue of the operator of an automobile due to the fact that he has been driving for too long a period of time.

The State of Virginia recognizing the danger involved when an operator is not as alert as he should be because of driving fatigue a law limiting the period of time that a person may operate an automobile.

The law passed in 1942 makes it unlawful for a person to operate an automobile for more than 13 hours within a 24 hour period of time. The highest court of that state recently reviewed this legislation and the court held that it was negligence to violate this statute and that this violation along with other acts of negligence, which were excessive speed and failure to have the car under proper control, constituted gross negligence.

Facts in the Case

X was driving her automobile near Staunton, Virginia, and Y was a passenger. The party has started from Rhode Island and X was in a hurry to get to California in a short time because they were holding the burial of her father for her arrival.

It was conceded at the trial in lower court that X had driven more than 13 hours immediately proceeding the accident. It was proven that her automobile was being driven in excess of the war

time speed limit of 35 miles per hour, and that it went off the road and turned over, seriously injuring Y. Y was awarded a verdict by the jury in the lower court and X appealed the highest court in the State of Virginia on the grounds that Y had not proven that she was grossly negligent as is required in the State of Virginia before a guest may recover damages from a host.

Ruling of the Court

The court held that the facts in the case indicated that X was guilty of gross negligence and commented as follows on the thirteen hour driving statute:

"The purpose of limiting the number of hours one is permitted to operate a motor vehicle on the highways is to increase the safety of life, limb and property. The law recognizes that there is a limit to the strength and endurance of everyone. It is common knowledge that one whose strength and endurance have been worn by long and excessive driving is not as active and alert as he should be to operate properly his automobile. His sensibilities and reactions are dulled and he may not perceive and comprehend dangerous situations as keenly as he might if he had not driven for so long a time."

Charles C. Collins

Case discussed is : Masters V. Cardi et al Virginia Supreme Court of Appeals. Record No. 3182. April 21, 1947.

Be Courteous--Dim Your Lights

FOR  
DIM  
LIGHTS

Something New...How did a helicopter save a California cherry crop recently?

After a heavy rainstorm the helicopter flew just over the tops of the trees. The downdraft blew raindrops from the fruit which would have swollen and burst under a hot sun.

Jaywalkers...How did careless pedestrians pay for a school drinking fountain in Donna, Texas?

They were "fined" 25 cents each.

Sleuths...Out of every thousand applicants for the job of Special Agent with the FBI, how many make the grade?

Only one.

Teach him Early...At what age should a child be taught to greet others with a handshake?

From three upward.

Famine Note...A report from California has it that the designers of the new Kaiser-Frazer cars made a curious oversight: the food trays served at drive-in restaurants won't fit onto the car windows.

Proof ... First Hundred the toughest. At Rochester recently James A. Hard, Monroe County's last veteran of the Civil War, took his first helicopter ride in celebration of his 106th birthday. "You don't scare easy when you get to be 106," he said.

Who wants to be a "Mountie?" Married men cannot join the R.C.M.P. The marriage establish-

ment is limited to 50 per cent of the total uniformed strength, with approximately six years of service before marriage permission can be granted. Members are not permitted to marry without consent of the Commissioner and if granted the applicant must be free from debt and have cash or convertible assets to the value of \$1200.

Prepared...It isn't often that a Los Angeles policeman arrests a man with polydactylism (one who has more than 10 fingers), but just in case, the L. A. police are ready for him.

One question put to rookie candidates is this: "If a subject has more than 10 fingers, the thumbs and the next four fingers should be printed, and any fingers left over should (A) be ignored, (B) be printed, (C) be noted but not printed, (D) be printed on the other side of the card with a notation that they are extra fingers."

To end the reader's suspense, the correct answer is "D".

Whodunit ... How many arrests have been made in connection with the 73,000 known murders in the U. S. in the past 10 years?  
63,000.

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GABRIEL GETS HIS HORN BACK

Monticello, N. Y. -- (AP)-- Accused of stealing Gabriel's horn, Patrick Deegan, 20, was arraigned on a second degree grand larceny charge.

State Police said Deegan was arrested trying to sell a saxophone belonging to a summer resort musician -- Seymour Gabriel.

VOX-COP

October, 1947

*The* **NEW ENGLAND COUNCIL**

*For Economic Development and Regional Cooperation*



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 LAURENCE F. WHITTEMORE, *Secretary*  
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 Massachusetts: NATHAN TUFTS  
 Rhode Island: ALBERT E. MARSHALL  
 Connecticut: CHARLES E. ROLFE

September 30, 1947

Commissioner of Conn. State Police  
 100 Washington Street  
 Hartford, Conn.

Dear Sir:

I am writing for both the New England Council and the Veteran Motor Car Club of America to thank you for the cooperation of your department in seeing the Glidden Tour safely through Connecticut. Many members of the Tour, among them several from out of New England, spoke of the efficient and courteous manner of our New England state police. Certainly Connecticut did its share to create this impression.

Thank you again.

Sincerely yours,

Edward B. Doremus  
 Publicity Department

EBD:LAQ

APPRECIATION LETTERS

STORES' MUTUAL PROTECTIVE ASSOC., INC.  
71 WEST 35TH STREET  
NEW YORK 1, N.Y.

Dear Commissioner Hickey:

I wish to commend to you Lieutenant Harry Tucker and Trooper Thomas Dunn, Ridgefield Barracks, for the splendid work they performed in assisting in causing the apprehension of one Mrs. Agnes H. Burgess, formerly of Danbury, Connecticut, who defrauded a number of department stores in this city of approximately \$13,000.00.

The department stores in this association are indeed deeply appreciative of the work done in their behalf by Lieutenant Tucker and Trooper Dunn and have asked me to convey to you their grateful thanks.

Very truly yours,

Michael F. Glynn  
Vice-President

BROOKLYN BUREAU OF SOCIAL SERVICE

Dear Sir:

On Sunday of the Labor Day week-end, the Connecticut State Police were called to Roxbury to search for a boy of six who had been missing for many hours. The officers later recovered his body from a pool near the home he was visiting.

The writer has a summer residence near-by and this tragic accident afforded him an opportunity to observe at first hand how the State Police function in such emergencies. To say that I was impressed, is putting it mildly. Within an hour after they were notified, the air corp was scouring the countryside; grappling irons and a boat were rushed to the scene and a blood-hound was held in readiness to help in the search in case the suspected pool was eliminated as a possibility. The various units of the service were brought

into play with remarkable efficiency and coordination, and equally as important under such circumstances, everything was done with a fine degree of sympathy and consideration for the obvious anxiety of the frantic parents.

As a humble citizen, I felt a sense of pride, gratitude and comfort in the knowledge that the State of Connecticut is blessed with a service and personnel like its State Police. I would hope that others might be made more aware of its role as a great humanitarian institution and that in the guise of economy, nothing would ever be done to impair its high standards, efficiency or sphere of usefulness.

If there is some practicable way to convey to the officers who participated in last Sunday's tragedy at Roxbury this feeble gesture of commendation, I would be grateful.

Sincerely yours,

George M. Galloway  
Asst. Executive Director.

U. S. ARMY AND AIR FORCES  
RECRUITING SERVICE  
37 EXCHANGE PLACE  
PROVIDENCE, RHODE ISLAND

Dear Sir:

The loss of a wallet, containing official papers and credit identification cards, was discovered as we arrived at the toll house in Greenwich on the Merritt Parkway last month. Thanks to the courteous and efficient co-operation of toll house personnel and members of your organization (one was Officer Moran and the other wore Shield No. 95, as we recall), the wallet was recovered and we were able to resume our journey with the least possible delay.

We cannot praise too highly the efforts of all concerned and wish to bring to your attention the kind ser-

APPRECIATION LETTERS

vice rendered by the officers of your department.

Sincerely yours,

Miles F. Gannon  
Technical Sergeant, RA

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ESTABROOK & CO.  
HARTFORD-CONNECTICUT TRUST BUILDING  
HARTFORD

Dear Commissioner:

On behalf of Mrs. Britton, who has asked me to be sure to let you know how much she admired and appreciated the work of our State Police, I am writing to you, today, regarding the episode of hunting for our boy who wandered away from home yesterday. I was not home at the time, but know that your men were especially efficient, courteous and consoling to a distraught mother under the circumstances.

Once again we want to thank you and hope you will pass this along to Sergeant William Gruber so that he and his men will also know how much we are indebted to their fine service.

Very truly yours,

Henry B. Britton  
Farmington, Conn.

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REV. NICHOLAS SHEPLER  
35 RIVERVIEW AVE.  
GROTON, CONN.

Dear Lieutenant Mackenzie:

Kindly allow us to express to you and to Officer John Gunning and Officer Paul Hickey our deep appreciation and sincere gratitude for the speed with which you responded to our urgent call for help on Tuesday night, May 27th., when we were so brutally attacked in our sleep by Cedric Carpenter, Jr.

We want you to know that we fully realize we owe our lives to the speed and efficiency of your men in giving us first aid and in rushing us to the hospital so that medical attention and gratitude to any other officer under your command who had any part in this fine work of coming to our rescue.

It was a magnificent piece of work that you and your men performed on that night, and not only Groton, but the whole State, can justly be proud of such a fine and efficient State Police Force. We are sure that the people of Groton cannot help but feel more secure because of the prompt action and fine work of your Department together with the Groton Police Department, and we also know, that you and your men have won the unstinted praise of many of our fellow-citizens throughout both the Town and the State.

Personally, we are very grateful to you all and we shall never forget the fine service you rendered to us in saving our lives by your quick and efficient action. We shall always feel indebted to you for you have won our undying gratitude.

With sincere gratitude, we are always,

Sincerely yours,

Rev. & Mrs. Nicholas Shepler  
&  
Evelyn Rose

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THE GREAT  
DANBURY FAIR  
130 WHITE STREET  
DANBURY, CONN.

Dear Mr. Hickey

I would like to take this opportunity to personally thank you for the splendid cooperation we received from you and your men during the days of the Great Danbury Fair. I am most certain that the local and out of town people were conscious of the fact that a great



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

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stride had been made in improving traffic conditions both on entering and leaving the Danbury Fair. This was only made possible through your splendid organization.

I also wish to compliment you on the fine State Police exhibit which was located in the main building. It is educational exhibits of this type that appeal to our public and I heard many complimentary remarks.

Next year we plan to celebrate our 75th Diamond Jubilee Fair, and at that time we hope to have you with us.

Very truly yours,

DANBURY FAIR INC.  
John W. Leahy  
General Manager

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SCOVILL MANUFACTURING COMPANY  
42ND ST. & LEXINGTON AVE.  
NEW YORK 17

Gentlemen:

The writer, a resident of 44 Oak Avenue, Larchmont, New York, wishes to tell you of a very satisfactory experience which he had with Officer No. 56, Guy Bonuomo, of Fairfield, Connecticut.

Our car broke down between Danbury and Wilton on a very dark road, and Officer Bonuomo stopped and helped us to the extent of locating aid and getting us going again. He was very courteous and helped in every way, and we wish to thank your department very much and to state that we believe this has been typical of many experiences we have had with it.

In these days, it is particularly gratifying to have such a feeling of friendliness on the part of one's public officials.

Very truly yours,

Hugh McDonald, Jr.

RFD #1, UNCASVILLE, CONN.

Dear Lieut. MacKenzie,

At 8:00 A.M., Officer Arthur P. Kathe responded to a call from this cottage involving an impending breach of peace. I am happy to say his services were not required.

Officer Kathe. Badge # 46, impressed us as an efficient, soft-spoken and patient man. His courtesy seems characteristic of the Connecticut State Police.

We were all upset due to violent feelings involved. He calmed us and quieted us. I realize that this doesn't seem to be a law enforcement officer's job. This instance does, however, show how versatile your personnel is.

Yours appreciatively,

Martin Hoffman

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CONSCIENCE DAY IN POLICE COURT

Philadelphia. --(AP)-- Today is conscience day in Central Police Court.

Among the persons scheduled for arraignment before Chief Magistrate John J. O'Malley are:

Richard Charles Schumacher, 32, who-- according to Detective Richard McInerney --gave himself up yesterday to face a charge involving the \$38 holdup of San Diego, Calif., liquor store in 1934.

Thomas M. Johnston, 31, whom McInerney quoted as giving himself up with the admission he took \$170 and two diamond rings while working in a Panama City, Fla., hotel.

---

DRIVE CAREFULLY!

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



VOX-COP

October, 1947



Connecticut Delegates to I. A. C. P. Convention at Duluth, Minnesota September, 1947.

Left to right: Lieutenant Adolph L. Pastore, C.S.P.; Supt. William J. Roach, Waterbury; Comm. Edward J. Hickey, C.S.P.; Major John C. Kelly, C.S.P. and Supt. John A. Lyddy, Bridgeport.

POLICE PAY TRIBUTE  
AT MCSWEEGAN FUNERAL.

State and city police officials and Commissioners and others prominent in civic life paid final tribute at the recent funeral services for Detective Lt. John D. McSweegan, member of the Hartford Police Department for 28 years.

Services were held from Dillon's Funeral Home with a solemn requiem Mass at St. Michael's Church. Burial in Mt. St. Benedict Cemetary.

Delegations, led by State Police Commissioner Edward J. Hickey and Hartford Police Chief Michael J. Godfrey, his deputies, and Hartford police commissioners, attended.

Members of the Hartford Police Department, and a State Police delegation assembled at Nelson and Clark Sts. to go to the church. Following the services the police officers marched to the corner of Vine and Capen St. and formed a guard of honor for a final salute to Lieutenant McSweegan.

Lieutenant John D. McSweegan

Hartford Police lost an outstanding and faithful police officer in the death of Lieut. John D. McSweegan.

Shortly after his return from military service in World War I, John McSweegan joined the Hartford Police Department and with the passing years made his mark in the history of the Hartford Department. Promotions for him were slow despite his extra ordinary service. From Patrolman to Sergeant, Detective Sergeant and Lieutenant at best are difficult successes in organizations that recognize only political ties but John McSweegan made these grades. He deserved more for his loyalty and perserverance. His off-duty hours were given to his family and to his church. St. Michaels' Boys Brigade under the guidance of Father Hayes and Lt. McSweegan reflects the zeal and character of these leaders. Many a youngster in the North End can attrib-

ute his start on the right path to hours spent with Lieutenant of Police John D. McSweegan. In police circles John was always a gentleman, cooperative and a tireless worker. No investigation of importance in greater Hartford was undertaken by county and state officials without his active participation. To his family we extend our deepest sympathy. We too shall miss him.---Vox Cop

A MCCARTHY AND A MACKENZIE  
ACCOMMODATE ANOTHER MAC

A McCarthy came to the "rescue" of a McCarthy recently and the episode ended with one of the McCarthys being the temporary guest of a Mackenzie at the Groton state police barracks.

The story of the three Macs originated when someone called the Groton state police barracks at 11:30 o'clock and reported that a man, staggering along the pedestrian walk on the Groton-New London bridge, kept pausing and looking down at the Thames river, 126 feet below. Whoever called could only visualize a possible suicide attempt.

State Policeman John McCarthy on bridge patrol was sent post haste to investigate by Lieut. William E. Mackenzie, commanding officer of the Groton barracks. McCarthy found the man.

Taken to the barracks and questioned by the two Macs, he identified himself as William F. McCarthy, 40, of Providence. He said he had a hangover from a binge yesterday and that while he was staggering he thought too much of his life to become the first man to jump off the bridge.

His only request was that he be given a chance to rest. Lieutenant Mackenzie accommodated him with a bed in the station's blue room, fashionably arranged with blue steel bars.

But McCarthy, not to be confused with the state policeman, spurned Mackenzie's hospitality. He raised such a rumpus in the "blue room" that it was necessary late this afternoon to send him to be a guest of Eric Swanson, jailer at the county jail in Franklin Street.

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"SPEAKING FRANKLY"

ASKS 'PRISON LAWYERS' STUDY

Indianapolis, -- (Special) -- An investigation of "amateur lawyers" within the Indiana State Prison was asked by Criminal Court Judge William D. Bain, who said his court had recently received a flood of prisoner-filed petitions for new trials. The volume of such petitions suggests a "master mind" in the prison, Judge Bain said. He added it was possible that D. C. Stephenson, former Ku-Klux Klan leader, might be assisting prisoners to file petitions. Stephenson has filed thirty-five legal papers in his own behalf. He is serving a life sentence for murder.

(Judge Bain ought to visit Connecticut. Wonder what his reactions would be to a recent huddle of an attorney and 14 prisoners.--Ed)

a safe conscience."

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WHO WANTS TO BE A PLUMBER?

Policemen are a versatile lot and do many things not strictly enjoined in the manual. But there is a limit.

Responding to a citizen's alarm, police of the Roxbury Crossing Station Mass., found an excited woman at Parker St. and McGreevey Way.

"My bathroom," she gasped. "It's flooded. Something has plugged up the pipes."

Asking for a repeat, because they were not sure they understood, the words finally registered.

"Madam," said one officer, what you want is a plumber. We are police officers. Good morning."

---

LEGION OF DECENCY CONDEMNS 'AMBER'

Francis Cardinal Spellman, Roman Catholic Archbishop of New York issued an extraordinary message recently.

The Cardinal's message came after the National Legion of Decency, an organization which grades films for Roman Catholic movie fans, condemned "Forever Amber".

The Cardinal's message which quotes the Legion of Decency announcement, reads:

"Your attention is directed to the fact that the Legion of Decency has placed the film "Forever Amber" in the 'C', that is, 'condemned,' classification. The legion has given the following reason for its action:

"This film in the nature of the story it tells and the manner in which the behavior of the central character is presented, constitutes a glorification of immorality and licentiousness."

"Accordingly, I advise that Catholics may not see this production with

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WE "AIN'T" FOOLING  
WE MEAN BUSINESS

Portland -- State Police led by Capt. Leo F. Mulcahy and Lt. Paul Lavin of the Colchester Barracks raided the VFW clubhouse on Fairview Ave., recently, at midnight and arrested six persons on charges of operating a house of assignation.

A strip tease show was in progress when the officers entered.

The six held for hearing in Portland Town Court are Lincoln V. Adair, James Mildella, John M. Kovack, James Flynn, Leonard Attenberg, and Clara Sataro. All furnished bonds except Adair and the woman who were taken to Haddam Jail.

"The commissioner is determined to eliminate this type of entertainment in Connecticut," Lieutenant Lavin commented.

(Adair hails from the Bronx. More racketeers from New York looking for winter residences in Connecticut? No housing problems for them in Haddam or Wethersfield if they keep coming--Ed.)

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PHYSICIANS ARE URGED  
TO PUBLICIZE ERRORS

Boston, -- Doctors and hospitals should publicize their mistakes--even those resulting in death--so that others may not repeat them, in the opinion of Dr. Frank Lahey, head of the clinic bearing his name and surgeon in chief of the New England Baptist Hospital.

Calling for complete "frankness and honesty" in the profession, Dr. Lahey said, "we have a solemn obligation to make it possible for others to perform their work more efficiently and safely."

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ECHOES

Mrs. Dorothy H. Graml is "the voice of the detective bureau," according to Dep. Chief Tom Hickey, who is head of that division at Hartford police headquarters...What Tom means is that Mrs. Graml is the lady who answers the phone --and we seriously suspect she is commencing to talk like the boss...When one concludes a phone conversation with Tom and says "goodbye," Tom says "right," and that's the end of it... Now Mrs. Graml is saying "right" too, and if it weren't for the fact she is a soprano, things would be confusing.

Incidentally, another Hickey---Ed, the state police commissioner---also employs "right" rather frequently---but with an interrogation inflection...The commissioner makes a statement, then shoots one a sharp glance and says "Right?"

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Bridgeport, --- State Policemen couldn't find any parking places when they returned from a series of gambling raids, so they left their automobiles in the street outside the County Court-house.

When they came out after booking their prisoners, the cars had been tag-

ged by the cop on the beat for "parking illegally."

(Said a state cop when he saw the tags: "Horse sense is what keeps horses from betting on what people will do"---Ed.)

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TRAINED VOLUNTEERS

The series of disastrous fires in New England has demonstrated that it was a major blunder to disband the civilian defense organization set up during the war primarily for the purpose of handling air raids, which the fortunes of war kept from our shores.

An incalculable amount of fire fighting equipment was distributed--and emergency fire-fighting forces were trained. In typical short-sighted fashion, the whole civilian defense organization was disbanded, equipment has been scattered far and wide, and, when a real emergency comes along it has been the same old emergency with too few men, too little equipment and too little organization.

New England is still clothed with timber stands of immense value. In heavily populated New England, dwellings are close to woodlands in all but a very few rural communities. The menace of a forest fire is an ever-present danger.

This being so, it is folly to rely wholly upon an understaffed, underpaid and far from well equipped forest and ranger force in a time when weather conditions have created an explosive situation in the woodlands.

Actually the methods used to recruit a fire-fighting force to combat major fires like those at Bar Harbor and Kennebunkport smack of frontier days and the vigilantes. A great deal of the trouble from rekindling of fires which had been brought under control was due to lack of manpower to patrol the fire area and prevent a new outbreak. Volunteers were not available when and where they were needed--not because the volunteers were not willing,

but because they lacked organization.

It became rather droll during war-time to aim jibes at civilian defense organizations in the fatuous belief that no air raids would trouble our Eastern seaboard cities and that the whole thing had been futile.

Nothing could be more remote from the facts. In war and in peace there are too many civil calamities requiring the use of a disciplined volunteer force. Hurricanes, blizzards, forest fires and other outbreaks of elemental forces beset New England year in and year out.

The administrators of the civilian defense organizations did attempt to get federal appropriations to keep their organizations intact and in standby condition, but they were the first of the war agencies to get the axe.

It was a mistake -- a tragic mistake. The millions in losses in New England fires might have been averted and these savings would more than have paid for keeping civilian defense equipment and a skeletal organization in standby condition.

One New England Governor had no recourse in the emergency except to plead that the civilian defense setup revert to wartime status and pitch in to help. It emphasizes the great need for such a disciplined volunteer force of men and women to take over in time of calamity.

The system of calling for volunteer fire-fighters when they are needed and paying them the going rate for their fire-fighting services is certainly the most inefficient way of combating a fire which may already have gone out of control. Men are only as efficient in such a situation as the orders issued-- and in too many cases volunteers do not know where to get their orders, what orders to obey or how to carry out the orders.

There might have been an alert, trained organization to help if we hadn't been so shortsighted back in 1945. There is still an opportunity to revive the civilian defense setup as an emergency force -- for, towering always on the horizon, is the threat of

the atom bomb.--Boston Post)

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#### McCONAUGHY EXTENDS AID OFFER TO MAINE

Governor McConaughy telegraphed an offer of help to the people of Maine who have been hit hard this month by forest fires.

In a telegram to Governor Horace A. Hildreth of Maine, Governor McConaughy said:

"The people of Connecticut extend to their friends and neighbors in Maine deepest sympathy in the acute forest fire situation you are now facing. We also have fires but their damage and danger are small in comparison with yours. If there is anything we can do to help, please call on us."

---

A bandit who stole a woman's car and money, after binding and gagging her and dropping her in the western desert, says "I treated her like my own mother." Sounds like visiting day in the progressive school.

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#### SEVENTEEN-YEAR-OLD BOY SENTENCED TO LIFE; 'SAFE FROM HARM' SAYS MOTHER

A fortnight ago, Robert L. Coombes, 17, of Maiden Mass. was sent to Charlestown State Prison for life, with the words of Judge John V. Sullivan ringing in his ears: "I hope this boy never breathes the fresh air of freedom as long as he lives."

Shortly after the seemingly emotionless defendant was permitted to plead guilty to the second degree murder of 11-year-old Jacqueline Maxwell, his mother, Mrs. Elizabeth Coombes, interrupted her quiet sobbing in the rear of the courtroom to comment:

"My heart is broken, but at least I know now that he'll be safe from harm and won't harm anyone else. He will

get treatment and care for his disease and will live out his life instead of being electrocuted."

"As long as I live," Judge Sullivan said, "I want to be notified if ever his case comes up for parole or pardon, so that I can state my conviction and explain why I acted as I did today."

As the young defendant stood motionless in the dock, his face betraying no emotion, Judge Sullivan imposed the sentence, "I order you committed to State's prison to serve the rest of your natural life at hard labor."

He described Coombes as a psychopathic person with strong sexual tendencies who will never again be free to mingle with society, and he reaffirmed his desire to oppose at any time any effort to parole or pardon the defendant.

Within a short time after the sentence was announced, Coombes dressed in an old plaid lumberman's jacket, blue striped shirt and blue tweed pants, walked jauntily out of East Cambridge jail to start serving his sentence in State's prison, Charlestown. He grinned as he was being led to the car outside the jail.

"Well," he told his jailers, "I guess I might as well enjoy this ride. It'll probably be the last I'll ever take."

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WATERBURY BURLESQUE  
BEING PROSECUTED

Police Supt. William J. Roach informed the management of Jacques theater last week that the license under which the theater was being operated has been revoked.

Roach's action followed a two-hour trial in Waterbury City Court of Jos. Parletto, 25, 456 Chapel St., New Haven and Fred Miccio, 27, 94 East Main St., co-managers of Jacques, on charges of presenting an immoral and indecent exhibition.

State Policeman Francis Bozentka, State Policewoman Mrs. Ruth Amann and

Wilfred Pratt, Boston, investigator for the Watch and Ward Society, Boston, testified that the performance they witnessed at Jacques was "suggestive of sex, indecent and immoral".

The arrest of the two managers was the result of an investigation instigated by State's Atty. William B. Fitzgerald.

Trial of the case, was adjourned on motion of Defense Atty. Herman J. Weisman.

Following adjournment of the case Supt. Roach and State's Atty. Fitzgerald who had attended the trial, went into a conference.

Mrs. Amann, who said she had been a stenographer in State Police Headquarters for 11 years prior to becoming a state policewoman in 1945, testified from stenographic notes, she said she took of the dialog of the actors at the theater, Mrs. Amann, Officer Bozentka and Investigator Pratt testified in detail as to the scanty attire" of the three girl performers whom they described as "stripteasers."

Mrs. Amann said she had "never" seen anything like the show at Jacques Theater."

Agent Pratt described some of the dialog and actions of the performers as "filthy."

State's Atty. Fitzgerald pointed out that the penalty under the charges preferred against the two defendants makes it a City Court case. He added, however, "that what I'm primarily interested in is stopping that kind of show. It's the only show of its type in the state."

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CORONER ACKERMAN SAYS THAT  
RIGHT OF WAY FOR AMBULANCES  
CAN BE SEIZED ONLY IN EMERGENCY

A 54-year-old ambulance driver faces possible criminal and civil prosecution for driving an ambulance past a stop sign and crashing into a car, fatally injuring an aged woman.

Coroner Bernard J. Ackerman found the

driver, Adelard E. Roy, of 205 Mansfield Ave., Willimantic, responsible for the death of Mrs. Clara Case, 74, of Providence.

The accident occurred at Sabin's Corner in Mansfield.

Roy was driving an ambulance of the Windham County Memorial hospital while Mrs. Case was a passenger in a car operated by her son, Gilbert E. Case, 52, also injured in the crash.

The hospital driver was on a routine trip to pick up a patient in Massachusetts when the accident occurred.

It led the coroner to express doubt that Roy was answering the type call under which ambulances are granted the right of way by the legislature.

He found there was conflicting testimony about the speed at which Roy was operating and said the ambulance driver had sounded his siren briefly before passing the stop sign.

"When Roy was about 200 feet from the stop sign at Sabin's Corner," Ackerman stated in part, "he sounded his siren, evidently for only a short blast because Case testified he did not hear it.

"He put his red light on, then proceeded through without stopping at the stop sign.

"Roy states that he did not see Case, although he claimed he looked in all directions."

Some witnesses said the intersection is regarded as dangerous, since a store on the corner blocks the view of car drivers.

Agreeing that the general statutes give an ambulance the right of way, Ackerman added:

"The facts and circumstances in evidence here do not warrant a construction that at the time Roy was either answering a call or taking a patient to a hospital in the same sense and spirit which the legislature must have intended.

"Such an interpretation would be perforce, unreasonable, and grant to an ambulance driver the right per se to operate recklessly and wantonly."

(This finding and case will be watch-

ed with interest throughout the state. Chief Godfrey of Hartford not long ago publicly and properly criticized the operational conduct of several ambulance drivers. There is need of a right of way for ambulances in appropriate cases but not in return trips or in chronic cases.--Vox-Cop)

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#### NO WATCH AND WARD

There has been a disquieting lot of evidence lately that the kind of people who make money out of obscenity are active in Connecticut. On several occasions within the past month the State Police have moved in on so-called stag shows and arrested the participants. The State Police magazine "Vox-Cop" relates how a film that must have cost an estimated \$20,000 to make was confiscated at a recent showing in Watertown. According to police authorities this represented a new low mark in decency.

As the police journal remarks sardonically, some of the witnesses of these performances are the fathers of children and they sometimes "prattle about juvenile delinquency." Certainly there is no excuse whatever for those who degrade themselves by attending such performances. In the eyes of the State Police the audience on such an occasion is almost as guilty as the promoters.

There is a great deal of difference between the "watch and ward" attitude that discerns immorality even in great works of art, and a healthy contempt for that which debases. It is to be hoped that the courts of the State will cooperate by dealing out stiff sentences to those who hope to profit by pandering to the lowest human tastes.

---Hartford Courant

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Be Courteous ---- Dim Your Lights.



## A GUY CALLED "MACK"

Well, we've just had an election, there's a new star in the sky;  
He's a chap chock full o' mischief with a twinkle in his eye.  
You can never tell what's coming when this lad gets on your track;  
'Course you know of whom I'm speaking, it's this fellow they call "MACK"

Some folks dare to call him "Elmer", some folks call him just plain "Bill";  
Some folks call him lots of other things and think he's quite a pill;  
But behind that mask of humor is a mind sharp as a tack,  
He's a Jekyll-Hyde performer is this fellow they call "MACK".

His services as toastmaster are always in demand,  
The funniest of stories are e'er at his command;  
He can keep his listeners roaring with his ever nifty crack;  
He is quite an entertainer is this fellow they call "MACK".

In his tail-twisting capacity, he kept us on the go;  
He thought of many novel ways to gather in our dough.  
We've lost a good tail-twister, he was sure a cracker-jack,  
But we've gained a darned good President, this fellow they call "MACK".

Once he took some real tough chances in an upstate robbery,  
When he posed as an accomplice to deceive the banditry-  
Caught them red-hot, for which action he deserved a hero's plaque,  
Has lots o' guts and fortitude, this fellow they call "MACK".

Full name - William E. Mackenzie, Lieutenant State Police,  
Never fails to nab a culprit, may his type of "cop" increase;  
Folks would feel a whole lot safer with more like him at their back,  
So I give you, Brother Lions, President WILLIAM ELMER "MACK".

LWB  
July 10, 1947

Code of Honor  
of the  
Connecticut State Police

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*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."