

# Vox-Cop

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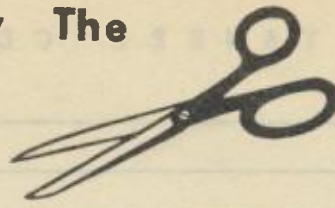
## CONNECTICUT STATE POLICE DEPARTMENT



EDWARD J. HICKEY  
Commissioner

SEPTEMBER 1948

# Yankee *By The* Clipper



VOX-COP

September, 1948

## New Londoner Is Second In Command in Berlin

By FRED M. HECHINGER

FRANKFURT, Germany—The whole world has a stake in the precarious Berlin situation; but New London, Conn., holds a very special share. A considerable part of the heavy responsibility in dealing with Europe's most explosive trouble spot rests on the shoulders of Col. William T. Babcock, former chief of police of New London.

Col. Babcock is deputy commandant of the U. S. sector of Berlin, and as such he is directly responsible only to the commandant, Col. Frank L. Howley, and Gen. Clay himself.

Without belittling New London and/or its police force, it can be said without exaggeration that measured against Col. Babcock's former activities he now finds himself in a truly gigantic job.

His sector comprises a German population of well over a million; his own staff—American and German—exceeds 530.

In spite of his many pressing duties and the physical distance of blockaded Berlin, Col. Babcock was available for a 20-minute telephone interview.

### WE'LL 'STICK IT OUT'

Asked about the present situation and future outlook in Berlin, he stated: "We are determined to stick it out until a final solution is reached which our country can accept with dignity and without losing the respect of the other nations of Europe. And I am certain that we can stick it out."

Col. Babcock is in a position to know. He is directly concerned with the over-all planning of airlift cargoes. Together with French and British deputies he worked out the initial distribution of tonnage to be allocated to various essential items.

As the operation continues, he orders variations in commodity supplies, according to the daily stockpile, in an attempt to keep all essential items at a minimum of 30 days' supply.

The job of deputy commandant, even in normal times, resembles in scope that of a mayor.

The U. S. sector of Berlin, for instance, consists of six boroughs, each of the approximate size of a New York borough and with a separate mayor and city council.

The relationship of each borough to Berlin, according to Col. Babcock, is roughly like that of Brooklyn to Greater New York.

### 60 SPECIALISTS

To supervise the administration of these six boroughs Col. Babcock disposes over a staff of 60 American specialists in all the various fields, such as housing, finance, public health and safety. But in addition the job in occupied territory includes the supervision of banks, insurance companies, trade, industry and fuel.

"Since the blockade my activities have increased quite a bit," Col. Babcock added calmly. "We have had to resume a great many operations, which had previously been handed back to the Germans.

"After all, we are entirely responsible for supply and feeding now."

Since Berlin transport is city-owned, Col. Babcock now finds himself in the novel field of street car, bus and subway operations. With public utilities cut to about 50% of normal volume to conserve fuel, that task poses an endless series of problems.

To make things worse, the deputy commandant is at present in the position of an employer whose bank account has been blocked.

The main bank of Berlin is located in the Russian sector — as are all the central agencies with the exception of the fire department — and many of the concerns under Col. Babcock's jurisdiction find it impossible to draw payrolls for their employees.

Since all salaries and wages have to be paid  $\frac{3}{4}$  in Eastern and  $\frac{1}{4}$  in Western Marks under Berlin's present fantastic currency regulation, the Colonel is probably responsible for one of the most impossible financial operations ever devised by human ingenuity.

### 'PATROLMAN' NOW

William T. Babcock attended Milford, Conn., High school and the Law School of Northeastern University. He joined the New London police force as a patrolman in 1920 and served in all ranks up to and including that of chief.

During World War I, as a captain, he was in command of a transportation unit overseas.

In 1940 he was called to active duty in the National Guard. During the war he went to Europe with Gen. Eisenhower's staff, where he acted as chief public safety officer.

Our telephone conversation revealed that ever since 1944 close, though unknown, ties have existed between Col. Babcock and this correspondent.

The latter had been charged with the co-authorship and editing of the SHAEF and British War Office "Handbook on the German Police," which was the first counter-intelligence and administrative publication to be used by Col. Babcock's operational branch.

Two years ago Col. Babcock resumed civilian status and was appointed deputy commandant of the Berlin sector.

Not to be overlooked is the fact that New London at present employs without doubt the most distinguished patrolman of all U. S. police forces.

"In 1946 I decided it wasn't fair to deprive other officers of chances for promotion," the colonel explained. "You see, I was still chief of police on leave of absence, so I asked to be reduced to the rank of patrolman. Now I'm not in anybody's way, and once this business here is over, I'll have a place to go back to."

## Colleagues All Praise Bill Babcock

**Roach, Courtney,  
Godfrey 'Knew  
He'd Make Good'**

That Col. William Babcock of New London is making good as deputy commandant of the U. S. sector of Berlin comes as no surprise to his former colleagues in Connecticut who remember him best as the chief of police in New London.

Known as a top-notch police official, Babcock was this week on the receiving end of numerous compliments offered to The Herald by police leaders throughout the state.

Typical of the endorsements was the statement made by Police Supt. William J. Roach of Waterbury who served with Babcock in the army during World War II.

Roach said, "Bill Babcock is a high class army officer, police executive and military government official. I served with him at Camp Custer when he headed the AMG school staff.

"I was a member of the MP school staff and virtually lived with Bill. In fact, U. S. Sen. John Cooper of Kentucky, was a member of Babcock's staff as an instructor in law.

"I was also with Bill at the American School center in England, and he was highly thought of throughout AMG and by army officials. He is capable of han-

dling any assignment given him.

"I am happy to learn of his accomplishments and advancements. The government is fortunate in having him in such a strategic position during these trying times in Germany."

Roach was with the MPs, serving a long hitch overseas during the war.

"Capt. Babcock often said that the hurricane was the greatest experience he'd ever had," Capt. John J. Courtney of the New London police recalled this week.

Capt. Courtney worked with Babcock through the 1938 disaster—as he had through many years—and succeeded Babcock as captain, which is the title of the chief of the New London department.

In the city where he is known best, the police all remember Babcock fondly.

"He is a fine policeman and a fine officer," Capt. Courtney said. "He would always turn every experience to good account in the future, and would always do a good job on whatever he might be assigned to."

Chief Henry Clark of New Haven said: "I am not at all surprised at Bill's recognition by the army because he has always stood out as an individual who would some day attain the position he has arrived at today.

"Bill Babcock is an outstanding police officer and executive. I have met him at various places and have always admired his carriage and bearing, and knew that he was slated to achieve fame in the field in which he was most interested."

Though he has never been in contact with Col. Babcock in a business way, Police Chief Michael J. Godfrey of Hartford this week told The Herald that Babcock is "a splendid gentleman, with an excellent record as a police officer and army officer."

Chief Godfrey says he has followed the New London man's work in Germany through magazine and newspaper articles, and he admires the job Babcock is doing.

"He has a tremendous responsibility," Godfrey said, "and is discharging it admirably."

## Prints Solve Case Of Man Long Dead

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An unusual feat in fingerprinting, by which the identity of a man long dead was determined when all other means had failed, was reported by State Police.

On August 14, according to Captain Leo F. Carroll, State Police were asked by Chief Clarence Lane of Wallingford for assistance in identifying a man whose body had been found in the Ernest Slaughter Barn on Gaylord Farm Road in Wallingford. The man had been dead for several months before being found.

Death was reported due to natural causes, but there was no means of identifying the man. Nothing to aid the effort was found on his person. No friends or relatives came forward seeking a missing man.

New Britain police offered a suggestion. They said it might be the body of a man known in that city as "Lovely Day." He had been given the nickname because of his practice of thus greeting persons on the street, even if it was raining at the time. Efforts to get positive identification in New Britain failed, however.

Meanwhile Lieutenant Frank V. Chameroy, head of the State Police identification bureau, was at work. With the aid of Dr. Joseph A. Beauchemin of Middletown, pathologist for the State Police, he chemically treated the man's hands and succeeded in bringing out fingerprints which had disappeared.

The prints were found to be those of a man who had been employed at the Corbin Cabinet Lock Company plant in New Britain. They had been recorded because he was a war worker during World War II. They identified the man as Michael Szentpal.

Captain Carroll said the case stresses again the importance for all persons to have their fingerprints on file.

"Thousands of sensible people have their prints on file as a precaution in time of injury or death. Many factories, offices and police stations make this privilege available to men and women today."

SUNDAY HERALD

(The Hartford Times)

## MONDAY in HEAVEN

By Hal Boyle

It was a bright sunny morning in heaven. St. Peter yawned, pulled a cloud over his head to shade his eyes--but he couldn't get back to sleep. There was an awful clatter at the gate.

"This job would try a saint," he grumbled as he shuffled to his post. "It'll be the death of me yet."

His keys clanged against the pearly lock. He grunted, gave a mighty shove, the gate swung ajar--and heaven was open for business.

St. Peter took one long look outside.

"Good heavens!" he exclaimed. "It's just like the war again."

For there, stretched before him, as far as the eye could reach, a dolorous line seeking admission. There were young in that line, and there were old. Many had torn clothing, some wore makeshift bandages stained with the red tide of life.

The line surged toward the gate.

"Take it easy!" St. Peter shouted. "There's no hurry. All right, all right. Who's first?"

"Me," said a fat little man importantly. He gave his name. St. Peter scanned his big, golden book. His brow fur-

rowed.

"Why, according to our records, you weren't due here until 1965." He ran his finger down the column.

"Yep, that's right," said the saint. "Cause--Pneumonia. Year--1965. Right after your youngest boy is to graduate from college."

The little man's eyes grew misty.

"What happened?" asked St. Peter gently.

"I was driving home, and I tried to beat the train to the crossing," said the little man.

"And--?"

"I didn't," said the little man.

"Tch! Tch!" said St. Peter crossly. "When are you mortals going to get over your immortal nonsense? Any more Sunday drivers?"

Down the long sad line hundreds raised their arms. One hand still clutched a broken steering wheel. St. Peter shook his head.

A small boy stepped up nervously.

"I'm Johnny," he said. The old saint peered into his book.

"Son, we didn't expect you here for another sixty years.

There were great things ahead for you down there. You had something the world needed."

"We sneaked off from the picnic," Johnny said. "We didn't know the lake was deep."

A small girl with an elfin face was next. Her white dress was flame-blackened.

"My name's Mary," she said. "I was naughty. I held the sparkler too close to my dress. Where is my mama? She was with me at the party. I can't find her."

She started to sob. St. Peter silently motioned to an angel.

Hour after hour the line moved up to the gate. At last St. Peter said wearily:

"What's gone wrong in the world?"

A man's voice answered dully:

"It was a holiday. Everybody was celebrating."

"Celebrating what?"

"Our independence," the man replied.

St. Peter shook his head again.

"And what have you left your dependents to celebrate? Next!" And the line moved on.



# the SCHOOLHOUSE

FOR LAW ENFORCEMENT OFFICERS

By "THE OLD PROFESSOR"

And when the Great Scorer comes,  
To write against your name,  
He'll ask not if you won or lost,  
But how you played the game.

—Rice.

Co-operation is the one great and indispensable thing to successful law enforcement. Its greatest enemies are jealous, enmity, self-aggrandizement, and the desire for publicity, which in many instances is unmerited, unwarranted and given because of selfish reasons or favoritism.

Human nature is very much alike the world over, and these traits of character are hard to overcome. It matters little who apprehends a criminal, just so he is caught. There is glory for all when we co-operate and help one another.

The slogan of the Cornell University boat team is:

"One for all—all for one—  
The boat is one;  
The man is nothing,  
The boat is everything."

From the first, each man in the university boat team is made to understand that his independent effort, no matter how extraordinary, does not count, that every position on the crew is just as good, just as dignified and just as honorable as any other. It must be "all for one," and that one, the boat. The whole aim is to prevent the individualizing of effort and to make every man do his best to help every other man to do his best. "When the boat wins we win," is their constant thought.

A police department may be compared to a boat crew. Its maximum success comes from the combined efforts of all the officers in team work. To get the best results each man must be trained with equal care and thoroughness, for the good of all.

None must be favored to the neglect or injury of another.

Too many officers assume the attitude: "If you don't let me pitch all the time, I'll take my ball and go home." When we have information upon which we are unable to take action, it should not be kept but turned over to some other officer to whom it would be beneficial. Time means a lot in police work. No doubt many criminals have escaped because the officer withheld important information which he could not follow through to a conclusion, and he did not want to see some other officer credited with the arrest.

I understand from our Editor that after this issue of our magazine that "The Schoolhouse" section will be discontinued, though a similar section will be started.

Many times heretofore I have expressed my thanks to you for your letters and cards about "The Schoolhouse," but I again want to thank you from the bottom of my heart for your compliments and I will treasure for life your friendship.

My greatest ambition is to so live that when "the black wagon" comes after me it may be truthfully said of me, "He was honest and truthful and ever ready to do you a favor."

When you are in Louisville, come spend the night with me and "the little woman" at 4412 Crittenden Drive.

Good wishes always, I am ever your friend,

"T. O. P."

# 'Self-Made Widows' Hard To Convict Prosecutors And Police Learn

## New Defendants Freed by Jury on Self-Defense Plea; Court Records Show Series of Acquittals

(Official Journal of the Illinois Police Association)

The female of the species is more deadly than the male.

At least to the carefully constructed prosecution built up in a slaying.

That was the lesson to be drawn from the acquittal of Anna Sosnowski, who pleaded self-defense in the slaying of her husband, Anthony, 57.

She follows in a long line of women who were able to convince a jury they were innocent of murder.

Anna told a criminal court jury she had to defend herself from her mate and was very successful at so doing. Police said she killed him with a hammer and dismembered his body with a saw. Furthermore, they said, she tried to throw parts of his body into the Chicago river.

Eight women and four men jurors decided she wasn't guilty of murder.

And the prosecution, drawing its lesson, warned all policemen they really had to obtain iron-clad evidence on any woman doing away with her husband in the future.

A look at the Criminal Court's record in such cases shows why.

Mrs. Lovina Warren, 22, brunette and pretty, in February, 1946, was on trial in the killing of her husband, Edward.

She testified that her mate came home to 4155 Greenview Ave. on December 9, 1945, was very drunk and abusive and reached for his gun.

There was a struggle, she said, and when the gun fired it was Edward who was on the receiving end. A jury of 11 women and a man acquitted her.

Last Memorial Day, Mrs. Ottilie Stillman, 31, a southern girl, was having an argument with her husband, John.

She testified he beat her up in

their flat at 3102 Cullom Ave., and then threatened to kill her.

He neglected to make his threat while he was closest to the one revolver in the flat and Ottilie beat him to it. While he was still going for the gun, five bullets from his wife's gun struck him.

She did not have to face trial. A grand jury refused to indict her.

Reba Harris, 33, also missed a trial after winning the final argument with her husband, Albert, 39, in their home at 3137 W. Madison street, on April 4, 1945.

While Albert tried to choke her, she said she snatched up a kitchen knife and thrust it into his heart.

A coroner's jury said it amounted to manslaughter. But a grand jury freed her.

A domestic quarrel started when Perley Miles, 49, of Steger, railroad conductor, came home with lipstick marks on his collar one night in 1944.

Frances, his wife, 47, hid his gasoline ration coupons so he wouldn't take other women out in his car. When he demanded them and beat her, she said, she backed up to a dresser drawer and slipped out his revolver.

Four bullets sent Perley to the coroner, whose jury termed it justifiable homicide. A justice of the peace dismissed a manslaughter charge.

Court records show that a half-dozen other women who disposed of their husbands by gun or knife and gave no clear reason for it, but who were sent to insane asylums instead of prisons.

Occasionally a woman goes to jail for killing, but not too often. The electric chair seems destined to be used only by male customers. Illinois juries don't favor it for women.

When the ladies find themselves

behind bars they usually don't have to remain there for long.

Eleanor Williams, 25, dice girl, was the target in October, 1942, of some of Prosecutor Julius Sherwin's choicest oratory. Eleanor had used a policeman's pistol to kill her lover, Gordon McNaughton, former baseball player, in the hotel room of her rival. Orated Prosecutor Sherwin:

"Are we to forget law and order because she is blonde, curled and beautiful? Treat her as you would a man, so that no one can say a lady can get away with murder in Cook County."

Despite Sherwin's eloquence the jury called it manslaughter and sent Eleanor to prison for only 14 years, with a parole possible in three.

Dorothy Pollack, who was called by newspaper reporters, "the loveliest of the husband killers," shot Joe Pollack in their flat at 1936 W. Garfield Blvd., one night while the phonograph played.

She called police and told them: "Poor Joe I done him wrong."

Her story was that she had to shoot because Joe was advancing on her with a knife, "grinding his teeth and using vile language."

The judge didn't agree she had done Joe wrong. He acquitted her, thereby calling attention to the fact that Joe must have gotten what was coming to him. Joe didn't have a chance to testify, he being very dead.

Dorothy later turned up in a burlesque show called "Boom. Boom."

All of which policemen and detectives can take note, when you're "cherchez la femme," as the French say, on a killing case, you'd better build up an iron-clad brass-bound, sentiment-proof deal before you bring the lady before the jury.

WITH NUTMEG FLAVOR

By The Yankee Pedlar

The most disturbing thought that runs through the mind of an average citizen standing close by the President in a jam-packed hall is how could the Secret Service, efficient as it is, intercept a screwball who might be determined to work bodily harm upon the Chief Executive.

Despite all the precautions they take the Secret Service men allow the public a generous amount of freedom when the President is in their midst. They give an assembly place a fine frisking before Mr. Truman enters and they undoubtedly have methods of deciding whether a crowd is "safe." Once the President has taken a place on the rostrum, however, crowds mill as close as they can and it seems that he is exposed to hazards from a thousand angles.

It is reassuring to know that the men whose job it is to protect the President are constantly on the job. They station themselves at strategic points and their positions are supposed to make the President much safer than the average observer realizes.

For one thing the Secret Service men are aided by a handpicked lot of state and local detectives who are scattered in every part of a crowd. This was so at the Philadelphia convention where Mr. Truman faced a convention hall that was filled to the rafters by a sweltering mass of humanity. Thousands more were milling outside of the building when the convention doors were locked by Secret Service order after the Truman party arrived. This was something that the crowd inside didn't know.

They Don't Look At President  
But At Crowd

A Washington correspondent told the Pedlar that the President's bodyguards never pay the slightest attention to him once he has taken his fixed position before the audience. Their keen eyes are constantly directed at the crowd. Whenever they spot one or more persons

who aren't interested in the President they are said to investigate promptly.

It was noticeable that uniformed Philadelphia police officers assigned to the presidential detail quickly became absorbed in their proximity to the President. They were soon concentrating on him in the same manner as any other spectator. Not so with the Secret Service. Not even when the President stuck out his political chin and aroused the audience with his Turnip day call of Congress did they divert their attention from the cheering delegates and gallery occupants. In fact it was at this point that their alertness increased.

Even newspapermen stationed within their own partitioned press section were restricted in their operations once Mr. Truman appeared in the hall.

The chief of the convention's press section protested vehemently in behalf of wire service men who were hampered in the filing of running stories of the convention. But the Secret Service order held. The aisles near the rostrum had to be kept clear while Mr. Truman was on the platform. It was.

---Sunday Republican

#### TRADITIONAL SERVICE

Getting a police officer's call through to an injured woman's relatives in an unknown city was all in the night's work for Mrs. Mary Knoblock, night telephone operator who recently handled the emergency call at the New Haven central office.

Given the name and street address, Mrs. Knoblock checked several nearby towns without success. Suddenly she recalled a firm in New Britain with the same name as the street. And a few moments later, the police officer was talking to the right party.

Being alert on the job and ready for emergencies is traditional in the telephone business. That's another way 9,500 Connecticut men and women work together to provide you the best possible telephone service.--Telephone News

STATE POLICE HAVE TRAINING THEATER

The State Police have a complete equipped little theater in the basement of Department headquarters on Washington St., Hartford. It is used for personnel training and also as a laboratory for the testing and developing of new methods for increasing projection room safety.

Comsr. Edward J. Hickey has two troopers who devote their entire time to inspecting theaters and experimenting with ideas on how to reduce fire hazards. Whenever they uncork something that is good for Connecticut, Comsr. Hickey in his capacity as state fire marshal can issue a regulation requiring its adoption.

Daniel J. Leary, former city controller, writes interesting letters. He has a large number of correspondents and enjoys hearing from them all. Some are said to be people he knew only slightly or not at all. He answers within the limitations that are imposed and recipients, in showing the correspondence to friends, invariably call attention to the former businessman-politician's beautiful penmanship.

---Sunday Republican

A GREAT STATE

A few years back a budding songwriter, whose name fortunately eludes us belabored his pen and there was born a son, "Connecticut's A Great State." The child slipped quickly into oblivion, leaving behind only the memory of such deathless lines as "It's a great state for a late date," and "Where every Yale man is a male man." We hope the songwriter is now far enough removed from The Land of Steady Habits that he won't come across and attempt to put to music the recent creation of the State Development Commission, "Connecticut Is The State For Me." There's no music in the commission's booklet, but there are lots of sweet words that fall softly on the ears of those who live and work in the

Nutmeg State.

The booklet is a frank appeal to workers, businessmen and industrialists from less favored sections of the nation to try their luck in Connecticut. And it's about time we told them about us. And about time we presented a factual antidote to the Western propaganda that New England is sliding backwards commercially and otherwise.

While Boston and other areas of New England shiver apprehensively about the industrial piracy by the South and Midwest, Connecticut can point to a population gain of 18.2 per cent since 1940, with new residents lured by the economic fact that the state has one of the highest per capita incomes in the nation. "Connecticut workers get ahead!" says the Development Commission. "Good pay, the right job, unemployment fund!" We're the first state in the nation in output of hats, firearms, silverware, tools, clocks, hardware, brass and copper rolling, office and store machines, insulated wire and cable and close to the top in other industrial fields.

We take care of our aged, ill and unfortunate, we pay our teachers well. Our people are thrifty. And geographically, we're blessed. It all adds up to a pretty attractive picture and if in spots it appears a little over-exuberant, still it offers a fine recapitulation of the state's advantages. It would be well for every worker and businessman to have a copy in hand the next time he tends to sell the state short in his estimate of how the state will fare among the 48 in the years ahead.

---Waterbury American

DEATH AND FIRE  
IN RURAL DRAMA

Stafford Springs - A real-life Hollywood drama is being enacted on this Tolland County stage, with the emphasis on mystery.

The plot so far revealed includes the strangely-silent death of two horses



in a blazing barn on a lonely road, reports of mysterious prowlers in nearby wooded hills, and the arrest of an 18-year-old berry-picker.

Last act in the story to date was the commitment of the young berry-picker, Lawrence Harlow, to Norwich State Hospital for observation.

State Police Lieut. Harris J. Hulburt of the Stafford Springs Barracks said that Harlow had confessed to the charge of burning his father's barn.

Young Harlow was questioned at length by the Tolland County coroner, Bernard J. Ackerman of Rockville.

State Police here were notified recently that a mysterious prowler--tall, dark and wearing dark clothes--had been seen near the Harlow farm. The farm is on a rough and narrow dirt road back in the hills some mile and a half from the picnic area. The person who had seen the prowler was Lawrence Harlow.

The State Police detail, under Sgt. John C. Lawrence, combed the vicinity of the Harlow 175-acre farm but found nothing. A narrow woods path leads cross-lots from the farm to the rear of the picnic area where Harlow had been accustomed to set up a roadside stand to sell his berries.

Several times Mr. and Mrs. Walter Harlow reported the presence of the prowler near their home, their son, Lawrence, being the observer in each case. Several times the police ran down the reports to no avail. The atmosphere of mystery and fear deepened in the neighborhood.

Then, the small barn opposite the Harlow house burned to the ground. Nothing remained but the smoldering carcasses of two fine farm horses, purchased only two months ago. They had died, apparently, without a sound, contrary to the frightened screams horses generally make when trapped by fire.

At home at the time were Mr. and Mrs. Harlow, Lawrence and his 8-year-old brother, Ernest. All insisted they heard no sound from the barn. When the flames were discovered, it was too late to save either barn or horses. Mr. Harlow said he tried to crawl into the

blazing barn through a small hole near the floor, "but I just couldn't make it."

Said Mrs. Harlow: "We couldn't work the farm much last summer because we didn't have any horses. We got these two and thought our troubles were over. They cost \$450. Now, we haven't any horses again--and we still owe most of the \$450."

When State Police reached the scene, they took Lawrence Harlow into custody for questioning. They said he almost immediately admitted the setting of the fire, telling them he thought they had been laughing at him because of his "prowler" tales and that he had burned the barn to prove to them there was a prowler at large.

In any event, Lawrence's parents still believe there is danger lurking near their home--and near the picnic area. Both admit they are afraid to venture into the woods on their own farm.

"I wouldn't go into those woods if you gave me another farm just like this one," said Mr. Harlow.

Questioning young Harlow, besides Ackerman, Hulburt and Lawrence, were County Detective Arthur A. Koss, representing the state's attorney, and Dr. Wendelin G. Luckner of Stafford Springs.

---Hartford Times

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OKLAHOMA CITY

Maybe it's the heat, or the humility, but Police Judge Mike Foster was happy over the change in his customers' attitude.

First, Albert Henry Pillow appeared before the judge with the confession: "I want to say here and now I was at fault in failing to yeild the right-of-way. What's my fine?"

Then two scout car officers admitted they had erred in booking Winston D. Churchill for making a reverse turn at an intersection. The cops acknowledged there wasn't any law against it.

Foster tore up the ticket.

IT MAY BE A Man's World, But The State Police Have Found That A Woman Can Often Handle A 'Man-Sized' Job Better Than A Man.

It used to be "let George do it"--or Joe or Sam or Harry--when a call came into the Westbrook State Police barracks on one case or another. But that was before the General Assembly authorized the appointment to the force of 12 full-fledged state policewomen.

Now, whenever there's a call on a case involving women, minors, morals--anything that might require the woman's touch in an investigation--it's "let Harriet do it." And Harriet does it!

Harriet Howland Simmons was born, and she has no qualms about saying so, on Aug. 20, 1914 in another State Police town, Colchester. Her father was Dr. Edward J. Howland, who practiced medicine in Colchester for many years.

#### Began As Teacher

Unlike most female Dick Tracys, however, Harriet was not born with a silver badge in her mouth and "a burning desire" to become an officer of the law. She attended Colchester schools, Regis College in Weston, Mass., and then started on a career--as a teacher!

She served as librarian in Central School, Middletown, for a couple of years and later taught English to the foreign born at night school sessions of Middletown High. She also put her "Spare time" to good use--studying social work at the University of Vermont and Boston College, and earning her master's degree at the later institution of learning.

It was while she was at the U. of V. that Harriet Howland met, fell in love with--and eloped with--a young doctor by the name of Leonard Simmons. The couple had a baby boy, Edward, born in 1939.

Things went smoothly for Dr. and Mrs. Leonard Simmons and Edward until 1941 when the war came along to destroy theirs as it did so many other marriages. Leonard obtained a Navy commission and was gone for many months at a time. Harriet, anxious to do her

part, tried to join some branch of the armed services, but in order to qualify she would have had to give young Eddie up for adoption. This, she could not bring herself to do, so she stayed at home in hopes of being able to contribute to the war effort in a civilian way. She gave up all thoughts of teaching and applied to the Electric Boat Company for a job as a welder. The welders were all welded to their jobs, however and there were no more openings. But there was an opening for an inspection clerk. Harriet accepted the job on a "second best" basis.

She stuck it out for some months, but she wasn't happy. She heard little and saw less of Leonard and the family drifted apart. The job didn't measure up to expectations either.

#### Answers "Want Ad"

Harriet was searching for something to hang her future on when, in February of 1945, she noticed a "help wanted" ad that attracted her attention. The state of Connecticut the ad said, was in the market for some additional state policewomen. Requirements were stiff and the training rugged, but Harriet made the grade, received her commission, and was assigned to the Westbrook barracks.

The history and training of state policewomen is perhaps described best in these excerpts from an account of an Ivoryton PTA meeting at which Mrs. Simmons spoke some time ago:

"Mrs. Simmons, who unlike the Hollywood version of a policewoman looks like a photographer's model, not a hard-boiled criminal chaser, recalled that the first so-called police matron in America was Mrs. Marie Owen, a Detroit patrolman's widow, who was given the more-or-less honorary appointment in 1893 in recognition of her husband's long service on the Force. But it was not until 1905, when Lola Baldwin was appointed to watch and guard the interests of women at the Lewis and Clark Exposition in Portland, Ore., that a woman was actually given full police powers similar to those exercised by regular troopers. Miss Baldwin was the first woman

in America with the power to arrest.

"The State of Connecticut, Mrs. Simmons told the gathering, is the foremost exponent of the use of policewomen in crime detection work. Connecticut, under Comsr. Edward J. Hickey, was the first state to place policewomen on the State Police rosters, and Connecticut too, was the first state to inaugurate a regular training course for policewomen.

"In order to qualify for appointment to the State Police force, Mrs. Simmons stated, a woman must, first of all, be a registered nurse, a social worker, or a teacher. Then she must take, in open competition, a special Civil Service Merit System examination. After that follows a personal interview by the commissioner and then comes a long period of waiting until, finally, a letter arrives informing the applicant that she has either been appointed or that her services are not desired. If her efforts were successful, the woman, who incidentally must be between 25 and 40 years of age, is then sent to the special training school at Bethany. When she completes the six weeks' course there, she is assigned to one of the State Police barracks throughout the state and is a full-fledged policewoman.

"There are now 12 state policewomen in Connecticut, Mrs. Simmons said, and all of them are on around-the-clock call. Chiefly, they are used in cases involving juveniles (Children under 16 years of age) or girls involved in sex offenses, but often they are also called in on burglaries, suicides, and the like.

"Mrs. Simmons said that one of her chief hopes is that some day every town in America, no matter how small, will have its own probate officer who will be able to devote full time to cases involving juvenile delinquents and their particular problems."

#### Why Juvenile Delinquency?

And when Harriet Simmons speaks of juvenile delinquency, she knows of what she speaks. Now no longer a State Police "rookie" Mrs. S. has given some 35

talks on the subject throughout the area. She has also investigated--and cleared--numerous juvenile and vice cases, some of which have sent her to Florida, South Carolina, Tennessee, Canada, and other distant points.

Mrs. Simmons who, incidentally, is described as "a fine policewoman" by her boss, Westbrook Barracks Commander Carroll E. Shaw and whose expressed ambition is "to become a sergeant," thinks that juvenile delinquency is on the decrease in the state. But what there remains of this social disease she blames on parents--parents who permit their children to attend crime movies or read lurid comic books. Mrs. Simmons is firmly convinced that "no child is born bad." Youthful pranks, she points out, do not constitute juvenile delinquency, but they may lead to the latter, Mrs. Simmons feels, if the youngster does not receive the proper home supervision and religious training.

But juvenile delinquency cases are not the only ones on Mrs. Simmons' busy schedule. During the past 12 months alone, for instance, she has investigated in addition to a number of J. D. cases, matters involving missing persons, theft, intoxication, prostitution, abortion, indecent exposure, assault with intent to commit rape, adultery, non-support, fraudulent checks, alleged kidnapping, mentally ill, fatal accident, and even murder.

Is she ever afraid? Harriet Simmons says no, except of dogs and spiders. In fact, although she carries a black-jack constantly, she has only used it once--on a vicious police dog which attacked her. Under the law, she is also permitted to carry a pistol, but she doesn't. "I believe in talking, instead of shooting, my way out of a mess," she smiles.

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#### LINEMAN TRAPS BANDITS

Quick-thinking action by Paul Vanta, telephone lineman, recently caused the capture of three gunmen only minutes after they shot and killed the secretary

of a Cleveland, Ohio, company.

Vanta, working on a utility pole, saw the holdup from his vantage point and plugged into a telephone line to notify police before the bandits left the building.

They fled in a waiting car, but were captured by police a few minutes later.

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SPARE THE ROD  
AND YOU WILL DEVELOP PUNKS

Carl Brazier, editor of The Seattle Times, in his column one day recently, very carefully drew the case history of a young man who had been in traffic court too many times, even after his license had been taken away from him. We quote:

"To the credit of our traffic judge, it is recorded that in at least one case he finally was convinced that lectures and suspended sentences are not the cure for careless drivers. But this particular case is deserving of more detailed study by the public in whose interest the judge is serving. In September, 1944, a 17-year-old youth was guilty of reckless driving; his license was suspended.

"In December, 1944, the same youth was found driving while his license was still suspended. In March, 1945, he was guilty of reckless driving. Times files show that at that time, the judge--the same who now presides--gave forth to the 3-time offender with this lecture:

"Something many of us don't realize is that citizenship also carries with it certain responsibilities--modern youth has a tendency to enjoy the privileges but avoid the responsibilities.' Whereupon he suspended the youth's driving license for a year. That was in March, 1945. Now, two years later, with his license not reinstated, the same youth is back in court for speeding and reckless driving. Convicted on the first charge, he's now serving a 20-day jail sentence; disposition of the second charge awaits his release.

"Readers will wonder whether at this

late date, the jail term will change his driving habits: they'll wonder, too, whether less of leniency and lectures at earlier stages of his erratic driving career might have been more resultful."

The Times editor, in closing his piece, and to translate for the man in the street, says what every experienced police officer has always known: in dealing with certain types of juveniles commonly known as punks, it's a waste of time to talk sense to them. What they need from the start is a swift kick in the pants, literally and theoretically.---Sheriff & Police Reporter

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BURGESS SMITH MAKES TAMPER-PROOF CHECKS

By Saul Pett

Burgess Smith can do almost anything with a check except remove the bounce.

He has made checks break out in the words, "Void, Void," when altered. He's working on one now, he says, which will be able to say "Forged" after its been tampered with.

Smith is also a wizard with identification cards. Right now he's trying to sell the U. S. Atomic Energy Commission a plain, white one which identifies nothing unless held under a certain light, and then it flashes enough information for a small novel. He has made other identification cards from which the photograph can't be removed. And still others which break out in a rash of colored and intricate geometric patterns.

For more than 15 years, until 1919, Smith was head of the anti-forgery and counterfeiting laboratory in the U.S. Bureau of Printing and Engraving. Since then he has been research chief of a Rochester concern (Todd Company) which, by its own estimates, makes about one and a half billion of the seven billion checks used in this country every year.

Smith is 73, bent but spry, and wears a stiff collar, black suit and glasses on his forehead. He calls himself a printer, but he's also quite an

inventor and a chemist.

"There's no question," he says, "the talking check is the check of the future. Right now it's too expensive to make--in fact, one like mine would cost \$20 each--but in mass production, the price would come down."

Smith reports that he has already succeeded in "printing a sound track on a special paper" which will reveal alterations. The sound, he says, can be definite words like "Forged" or "Stop Thief" or it could be just a noise. But the way it stands now, he says, the sound track is "visible and can be easily reproduced."

"The time isn't far off though," he adds, "when everybody will be using soundtrack checks. The bank cashier will simply pass all checks through a sound-reproducing, scanning machine. The bad check which has been altered will make a noise or word. The good check will remain silent."

Beyond that, Smith says, he can't say more for fear of giving away trade secrets.

The check which writes "Void," he says, took two years to develop. Since then the patent rights have expired and the secret is free to anyone--"Anyone who can figure it out," he adds with a twinkle.

"On every other check," Smith says, "the signature can be traced with a pencil. Also everything on it except the signature can be bleached out. Not on ours. In fact we're so confident we issue insurance policies on our checks."

More than \$400,000,000 a year, Smith says, is lost in this country by falsified checks, and he's conducting a one-man campaign to convince people to write them properly.

By way of illustration, he wrote the word "one," added a few innocent curls and it became "eight". Anybody can easily add a "y" to your "eight," if you leave the space, and then you're out \$72. Smith also wrote the figure "1," and showed how easily it could be turned into 4,5,6,7, or 8, but don't spread this around; the idea might reach some low-type people.

Smith also explained some of his identification cards wherein seals and designs vanished or appeared under a black light. For employers who want to be especially careful, he recommends a card with a photograph which isn't very visible to the naked eye and can't be removed without destroying parts of the card.

As an employee enters, he simply drops his card in a slot and the picture is projected on a screen in a polarized light which brings out the photographic detail and behind it, a complicated pattern of lines in color.

---(AP)

#### 2 TROOPERS NAMED TO HARVARD SEMINAR

Two officers were designated by State Police Commissioner Edward J. Hickey last week to attend the Sixth Seminar in Homicide Investigation for State Police at Harvard Medical School.

They are Det. Sgt. Roy W. Goodale, acting resident policeman in East Lyme, and Det. Sgt. Robert J. Murphy of Ridgefield Barracks.

The Seminar, to be held Oct. 25-30, is open to state policemen of New England. Lectures by outstanding law enforcement authorities, lawyers and doctors are featured.

Purpose of the seminar is to acquaint officers with numerous medical and legal aspects of murder investigations.

One of the principal sponsors of the seminar is Mrs. Francis G. Lee, honorary Captain of the New Hampshire State Police, whose detailed, realistic models of crime scenes have attracted nationwide attention.

Seventeen members of the Connecticut state police force have attended the seminar previously.

Juneau, Alaska was first explored in 1741 by the Russians, Bering and Chirikov. First white settlement was made at Kodiak in 1783.

FORMER CHIEF THOMAS MURPHY  
HONORED AT TESTIMONIAL DINNER

Acclaimed by Legionnaires, civic leaders, city and town officials and members of state and federal law enforcement agencies, retired Police Chief Thomas P. Murphy was honored at a testimonial dinner given by Robert O. Fletcher post 4, American Legion, August 28 at the Legion home.

It was a memorable event for Mr. Murphy and his wife and children, as it was for all those present who came to pay tribute to a good citizen, a good Legionnaire and a public servant who has brought credit to his community by his devotion to duty in the police department and also by living up to the creed of justice and fair play in his dealings with the average citizen.

Prior to the dinner, Rev. Charles L. Parker, post chaplain, gave the invocation and this was followed by the entire gathering singing the national anthem. Following the dinner, Charles C. Lake, committee chairman and toastmaster, called on various personages prominent in city and town affairs and from state and federal law enforcement agencies for remarks. All echoed the same sentiment, saying that Chief Murphy had been an outstanding public servant and that while they expressed their regrets at his retirement they hoped that he would long enjoy the fruits of his labors.

Commander John W. Clarke of Fletcher post said that it was deeply significant for the post that Chief Murphy was a charter member of the organization and that during the years the influence of the Legion for good in the community was more than emphasized by the ability of the post to select outstanding individuals as commanders. He said that it was a gratifying spectacle to see so many present to pay tribute to Chief Murphy and in behalf of Fletcher post he extended his thanks.

During the introduction of guests at the head table, Mrs. Thomas P. Murphy was introduced to the gathering and received an ovation which lasted for a few minutes. It was a sincere tribute to

the wife of a man whom all admired and to whom they all paid their sincere respects.

Hickey's Address

The principal address of the evening was made by Edward J. Hickey, commissioner of Connecticut state police, who spoke as follows:

"For God and country, we associate ourselves together for the following purposes: To uphold and defend the Constitution of the United States of America; to maintain law and order.

"As Legionnaires you will recognize that I have quoted from the first three sentences from the preamble of our Constitution. As citizens of these United States you will also recognize that I have quoted substantially the pledge of allegiance that each and every one of us made when sworn in as electors.

"Tonight we join with the friends and associates of Tom Murphy not only as Legionnaires but as citizens of this community to pay tribute to one who not only pledged his life to defend and uphold the Constitution of the United States and to maintain law and order, but who gave proof of his declaration by joining the armed services of his country in March, 1917.

"Yes, we honor him also for his courage in battling the enemies of society in order to maintain law and order in this community since he joined the Norwich police department as a supernumerary in 1910. When the 1918 job was finished in Europe, the 41st division returned to this country and the chief was mustered out. His patriotism did not cease there. He joined with his comrades 'to preserve the memories and incidents of our association in the great war and to foster and perpetuate 100 per cent Americanism.'

"As a charter member of Robert O. Fletcher post, he has been busy these past 20 years in the cause of Americanism. The only time I've known him to take time out to play has been with the Forty and Eight in their frolics about the state on the eve of state conventions. As he had faithfully and active-

ly served in the Legion for 20 years, his comrades in the Fletcher post honored him as commander for the years 1945-1946.

"At Hartford in the war council, he was frequently sought for counsel and advice on eastern Connecticut protective matters. Always a policeman at heart and a good soldier, Tom Murphy's pledge 'to uphold and defend the Constitution of the United States and to maintain law and order' was always kept.

"This community is the better for his service and leadership. Usually a quiet man and a good listener, his voice when heard, gave wise counsel. His ability to guide and direct others in times of turmoil and stress attracted other police executives throughout the state. They elected him to office in the State Police association as a member of the executive committee.

"Those of us who have known him personally through the years know of his interest in his family, his job and his Legion post. His integrity and honesty have never been doubted. As chief of the Norwich police department, he has been a public officer of this community since Aug. 7, 1933.

"That signal honor came after many years of police service. For ten years he was a supernumerary and became a regular in 1920. Three years later he was made a second sergeant. In January, 1924, he became first sergeant where he served until made captain Feb. 2, 1925. He retained his rank until made chief.

"Occasionally one hears it asserted that chiefs of police are chosen by chance or by politics. Whether such charges are true matters little to me or to Tom's friends. We know this man's character. His peculiar qualities impressed his supporters. The habits of this individual, distinguished from others, and his attributes were not due to chance.

"Character is acquired the hard way, there are no short cuts. Good character is good personal conduct. The man who learns this lesson early in life and retains it possesses the quality that makes him an outstanding and useful cit-

izen. It is no excess to say that such an evaluation applies to our distinguished guest of the evening, Chief Thomas P. Murphy. Public service today is regarded as an honorable profession. To serve any community as chief of police for nearly a score of years in these changing times is a distinct achievement.

"The strongest part of any police department is not its fine equipment, its splendid uniforms or its being housed in a modernistic building. No, indeed. The strongest part is the character of its men. You will not find splendid qualities in the rank and file without first finding it in departmental leadership.

"Norwich has demonstrated down through the years since the first chief of police took office in 1889, when John A. Bowen became the first active head and remained in office until 1908. He was succeeded by none other than John Murphy, an uncle of our distinguished guest, who served from 1908 until 1916. Next came Chief George Linton, Tom's predecessor, who served from 1916 until 1933. The long tenure of office indicated that politics did not change the chief of police of Norwich with each election year. These police chiefs each served more years as administrative officers than most of our governors.

"In paying tribute to past chiefs of police, let us not, despite this occasion, overlook the incoming chief. He has had 49 years of service to his credit. Let us not be unmindful that in choosing a successor to Chief Murphy those charged with that responsibility recognized the need of upholding the morale of the force and community by selecting one of the members of the Norwich police department to carry on, I know that each and every one present here tonight joins me in extending to him every good wish for a successful and honored administration. Chief Casey like all of his predecessors, will need the loyal support and whole-hearted cooperation of this community.

"To the members of the Norwich police force present, may I respectfully ad-

dress these remarks. If you work for a man, in heaven's name work for him. Speak well of him and stand by the institution he represents. Remember that an ounce of loyalty is worth a pound of cleverness. If you must growl, condemn and eternally find fault, resign your position. Then when you are on the outside damn to your heart's content. As long as you are part of the institution, however, do not condemn it. If you do, the first high wind that comes along will blow you away and probably you will never know why.

"A successful police force, like any other successful organization, is founded on the three 'C's': Confidence, co-operation and coordination. As police officers you are aware that the three 'E's' are essential in highway safety: Education, enforcement, and engineering. Public safety cannot be assured to your community unless your organization members display confidence in each other and in your leader. Unless there is co-operation, individually and collectively, and unless there is coordination of departmental activities, the best results cannot be attained."

#### Gift To Honored Guest

Following the principal talk by Edward J. Hickey, commissioner of Connecticut state police, Commander Clarke in behalf of the committee and Fletcher post presented Chief Murphy with a check expressing the appreciation of the organization for his contribution to the community and his state in carrying out the obligations of his office. Mr. Murphy accepted the gift with appropriate remarks and thanked all present for the many kind things they had said about him. He said that he would always hold and cherish the memory of the occasion.

#### At Head Table

Seated at the head table were Rev. Charles L. Parker, Chief John P. Casey, Mayor Richard F. Marks, Michael J. Nickerson, president of the Police Benevolent association; Miss Ann M. Murphy, daughter of Chief Murphy; Commander John W. Clarke, retired Police Chief

Thomas P. Murphy, Charles C. Lake, committee chairman and toastmaster; Edward J. Hickey, commissioner Connecticut state police; Mrs. Thomas P. Murphy, Thomas P. Murphy jr., Lt. Elmer J. McKenzie, state police Groton barracks; First Selectman Theodore J. Richard, Judge Charles W. Cassidy, Dr. Henry Dixon, William J. Roach, superintendent Waterbury police department, Det. Sgt. Dennis W. Cavanaugh of the New London police department representing Captain John J. Courtney.

Other police officials present were Joseph Norton, Waterbury police department; Edward Shedroff, county detective, New London county; Rowe Wheeler, county detective of Windham county; Lionel Meunier, FBI, Hartford; Leonard John Johnson, FBI, New London; Detective Sergeants Francis Mangan, John Gunning, Osmus Avery and Trooper John Skelly of the Groton barracks; John H. Smith, special service state police at Groton barracks. Also present was Lt. Albert Rivers of the Danielson state police barracks.

Telegrams were received from James Deignan, Arthur Libby and Anthony Wayne O'Connell expressing regret at their inability to be present and all praised Mr. Murphy for his many years of service in the police department, mentioning that they hoped he would enjoy his well earned retirement.

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Pittsburgh -- First known oil well in the U. S. was drilled by Col. E. L. Drake at Titusville, Pa., and brought oil to the surface Aug. 28, 1859.

Rio de Janeiro -- Caffeine occurs in coffee in the proportion of from 0.8 to 3.6 per cent, and in tea it varies from 2 to 4 per cent.

New York -- About one-third of the supply of shellac is used annually for the production of phonograph and radio transcription records.



# The Elks

# LIFE

# American

## WHEN IS A MAN AN ELK

"When a man can see in his brotherman  
 More good and less of ill,  
 When he can meet with fame and  
 keep his head upon his shoulders  
 still,  
 When he can work for the sake of  
 working and care not for gain;  
 When he can thank God for adversity,  
 for strength to start  
 again.  
 When he can see his business as a  
 chance to serve his fellowman,  
 And apply the Golden Rule and make  
 it his daily working plan;  
 When he can look through the muddy  
 wallow and see the fragrant  
 flower  
 When he can stay his axe and stand  
 beside the tree and feel its  
 power  
 When he can hunt wild game without  
 a gun  
 And learn of Nature's plan  
 And know that life is life and it  
 is one  
 And God is in every man.  
 When he can see his Flag, the  
 Stars and Stripes  
 And love it as he should,  
 To die for it--but better far to  
 live for it  
 And to be understood!  
 When he can sing the songs of boy-  
 hood days,  
 And romp upon the green;  
 When he can share his wealth with  
 charity  
 Nor let his act be seen;  
 When he can pause a moment of each  
 day and do it without fail,  
 To live again in memory with the  
 boys who've passed on down the  
 trail:  
 When he can bare his soul and tell  
 the world,  
 He lives with no regrets,  
 Then he's an Elk-American  
 A Gentleman who ne'er forgets."

---Jamie Hieron

## NEWSWEEK

**BRAGGART:** Captured after a fourteen-day crime spree in Ohio during which he and John West killed six people and West was killed by police, Robert Daniels puffed a cigarette and boasted: "I got my share."

**HELPING HAND:** The National Training School article (Newsweek, June 28) is excellent and extremely helpful. I would like to see one on a sponsorship plan for these boys. It is an interesting subject, and publicity of the kind which Newsweek could give it would be of great assistance.

Tom C. Clark  
 Attorney General

Washington

When the family  
 breaks down there  
 are many agencies  
 to aid it temporarily,  
 but they cannot  
 take its place

As the threads of family life unravel and the statistics of trouble soar, it is the children who are the chief victims. To alleviate the situation many states and cities are stepping into the breach with marriage-counseling and welfare agencies for bewildered and straitened families. And the American Bar Association is studying a recent report by Toledo's Judge Paul Alexander, suggesting radical reforms in divorce procedure. But the family cannot be saved by these outside forces alone, which are palliatives at best. The U. S. must still realize that the family is the best agency it has for raising children and cementing the society together.

IN HIS CHAMBERS kindly Judge Paul Alexander of the Toledo Domestic Relations Court questions a 9-year-old girl about her preferences in a custody fight between her divorced parents. According to Ohio law the girl was not allowed to make the final decision, but the enlightened judge wanted her ideas before he made his. She had originally been granted to her mother, but had gone to live with her father when the mother became ill. In the resulting competition for her affections she became nervous and high-strung and the court finally awarded her to her father, in whose custody the symptoms had largely disappeared. The judge, who has handled 22,000 divorce cases and who is credited with reducing juvenile delinquency in Toledo by 50%, recently wrote a report for the American Bar Association which may well revolutionize U. S. divorce procedure. He points out that divorce is not the cause but the result of broken families and that the hypocrisy and quasi-criminal proceedings under which many divorces are granted must be eliminated. His cure: "Treat unhappy and delinquent spouses as we have learned to handle delinquent children, in a modern family court, using diagnosis and therapy to accomplish what is actually best for the society as well as for the family."

## Is Your Town Fit To Live In?

Guy Greer

How does it stack up on traffic congestion, cleanliness, slums, health, safety, recreational facilities?

Did you ever stand off on a hill and take a good, hard look at your home town? Or look down on it from an airplane? Is it a pleasant, clean-cut, comfortable place to live, a nice, safe place to raise kids? Or is it a dingy, congested, down-at-the-heel sort of place that keeps you in an irritable mood? Your personal stake in your home town is probably much greater than you ever realized.

The small industrial town of Stamford, Conn., has a fine, busy public library, whereas Miami, a city many times as large, has a public library that occupies a cubbyhole on the third floor of a rickety office building.

Did you know that the homicide rate is 100 times as great in some towns as in others...that in some towns the chances your baby will die in its first year are 4 times as great as in others?

While some are more pleasant than others as places to live, the vast majority of U. S. cities and towns in postwar 1948 are run down and badly in need of overhauling. In the words of Luther Gulick, president of the Institute of Public Administration: "Our cities today are full of dirt, slums, and traffic congestion."

What about your town's traffic situation? If it is typical, it is close to a nightmare. A creeping paralysis of congestion is strangling the downtown district of hundreds of U. S. cities, causing vast financial losses to businessmen and straining the nervous systems of residents trying to park or get to work on time.

Consequently, the average city must spend 45 per cent of all its funds available for police, fire, health, and other city services on these blighted areas, while receiving back from the areas only 6 per cent of the revenue provided by the property tax! Blight is not only an eyesore, but a terrible drain on a city. And in hundreds of towns the area of blight is spreading unchecked every year.

Added to the congestion and blight are other irritations that make many of our towns poor places to live and raise a family in nowadays. These irritations arise mostly from sheer carelessness, lack of foresight, or civic indifference.

# Safety mindedness

VOX-COP

September, 1948

## GOOD TASTE

A Questionnaire For Car Drivers--  
Anyone Who Can Answer An Honest "Yes"  
To Each Question Is A Respector  
Of Human Life

By Emily Post

What is it that changes many of our citizens as soon as they get out on the road driving a car? Possibly the answer calls for a psychiatrist. I am convinced, though, that many drivers who ordinarily realize the importance of good manners in getting the most out of life, fling courtesy, patience, self-control and even good sense so far to the wind when behind the wheel that they are lucky to come through alive.

After studying some appalling statistics on motor accidents, I have decided that only those drivers who can answer an honest "Yes" to each of the following questions are respecting human lives:

1. Are you in the habit of always allowing sufficient time to get where you're going?

2. When you are not in a hurry and are driving slowly, do you stay well over on the right side so others can pass safely?

3. Have you taken the trouble to learn something about the mechanism of your car?

4. Are you aware that the finest car can develop trouble or that tires can blow out?

5. If you are driving slowly, are you courteous enough to signal someone back of you who can't get a clear view to go ahead?

6. As the owner of a superior car, you of course, know its advantages, but is it true that you do not expect it to give you superior privileges on the road?

7. Do you think it unkind, or real-

ize that it gains nothing, to yell or blast your horn at pedestrians caught short by a changing light in the middle of an intersection?

8. Are you ready to believe, no matter how little you drink, that alcohol makes you a motor menace?

9. Do you realize that window shopping is for pedestrians and not for drivers?

10. Are you convinced that the risk of cutting other cars short, in and out of line, is too great for the few minutes saved?

11. Can you talk with other occupants in your car without having to take your eyes off the road?

12. Do you always make it a rule to get into your car on the side away from traffic?

13. Do you begin looking at road signs well ahead of time so you don't have to stop suddenly?

14. Do you dim your lights for all oncoming cars?

15. When you feel the least bit drowsy, do you make it a rule to get off the road and wait until the feeling passes?

16. Are you a firm believer that it saves nothing to rush traffic lights?

17. At the same time, do you agree that it's unfair to lag because of not paying attention to lights?

18. Do you always take into consideration that the other fellow cannot be counted on to be an expert driver?

19. When you have to stop for a light, do you try not to block the way so pedestrians have to walk out into dangerous traffic?

20. Do you believe it teaches an obstinate driver nothing to turn around and call him names as you pass him?

21. Do you at least try not to cut right in front of someone signaling a bus or trolley?

22. Do you try not to confuse another driver by waving your hands a-

round, pointing out the sights to someone else?

23. When you have children in your car, do you try your best to prevent their putting hands out of windows so as not to confuse a driver behind you?

24. Do you consider it unfair, when parking, to take the space of two cars or to squeeze into less space than enough for one so another driver cannot get his car out?

25. Do you make it clear to every other driver what you are going to do before you do it?-(Bell Syndicate, Inc.)

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STATE AWARDS SPECIAL  
LICENSE TO BOARDER

By Ed Dorsey

It was in Hartford Police Court the other morning, here's the story.

"Driving while your license was under suspension, guilty or not guilty?" asked the clerk.

"Not guilty," said the prisoner.

"Put the arresting officer on the stand," said the court.

According to the report it was an open and closed case. The accused was involved in an accident the night before, his motor vehicle report stated his license was suspended in 1942, he was found in the driver's seat of the car and he did not have a license.

"That's right Your Honor," said the unfortunate one, "the State of Connecticut supplied me with a license since 1942."

"Do you mean to stand there and tell me the state granted you a license to drive one of their trucks while your license was under suspension?" asked the court.

"Yes sir," he said. "I drove for the state for the last six years and I had a license."

Judge Victor F. DeNezzo scratched his head, looked over the bench and asked Sgt. Eddie McGann, "Do you have a card on this man, sergeant?"

"Yes your Honor," said the sergeant.

"He was sentenced to Wethersfield State Prison in 1942."

The card didn't say anything about the guard that sat alongside the driver, carrying a double-barrel shotgun as they rolled along in a State Prison truck.

---Hartford Times

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DRIVERS WHO DON'T SPEED  
HELD ENTITLED TO PRAISE

To The Editor of The American:

During the past few months, many newspapers throughout the state have been discussing the effects of the fellow who insists on driving his car at a slow rate of speed. He has been called, among other things, a slowpoke, Sunday driver, a hazard, a very menace to others using the highways. The newspapers have suggested that police action be taken, by pulling these cars off to the side of the road, among other drastic actions.

Yet, if one turns the pages of this same paper, he will probably find a photograph taken at the scene of a tragic highway accident, oftentimes the result of speed. One newspaper states in an editorial that drivers on the highways, moving at a rate of speed between 25 and 30 miles per hour, are altogether too slow, and something should be done about it. From the standpoint of public welfare and safety, I agree in part, that something should be done. But not in the way that they have suggested. These safe and sane drivers should be commended, not criticized.

The average person buys a car for pleasure to take his family out on a warm evening, or to spend the week end at some summer resort. He is not interested in whether or not his car will do 80 and hold the road, nor does he demonstrate to others the fine pickup the car has. He drives at a reasonable rate of speed on his own side of the road, the safety of his family always in mind.

Common sense tells us that high-speed accidents generally result in terrific

property damage and severe personal injuries. Still, the cry seems to be for more speed. Persons desirous of fast transportation should, in the interests of the sensible motorists, take to the air. Let's keep the family car in the proper category. . . a pleasure car, . . not transform it into a weapon of destruction by utilizing its full power.

So folks, drive at a reasonable rate of speed, keeping in mind two very important things. Your life and the lives of your family depend on your individual actions while driving, though it frequently happens that the safe and sane driver is the victim of the speeder, or reckless driver. If you are driving at a slow rate of speed, your chances are in the event of an accident, much better than if traveling at high speed.

The newspaper and radio, the two great mediums through which news is transmitted to the public, could very well render a great service to the commonweal, by giving the same amount of space to the terrible results of high-speed accidents as they do to the slow driver. . . the man who knows the power that lies under the hood of his car. The most important angle of highway safety is often overlooked, and for various reasons. That is, the question of responsibility. . . legal, of course. . . that is on the law books; moral. . . well, this is often, and more likely always, the individual's opinion of his obligations to society, . . . financial, well folks, this is an angle, a discussion of which could stir up a hornet's nest. I wonder how many of those speed-demons have financial responsibilities, the very people, the safe and sane driver is asked to pull over out of his way. Of course, after the damage has been done, he may be required to show financial proof and so forth, but then it's like locking the barn after the horse has been stolen.

Folks, if you are in the habit of driving at a slow rate of speed, a safe rate, you are to be congratulated, not condemned. Any criticism to the contrary notwithstanding.

William C. Dwyer  
Waterbury.

Editor's Note:--Mr. Dwyer is drill-master and traffic safety instructor of the Waterbury Police Department.

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ESSENTIALS OF MOTORING ETIQUET  
OUTLINED FOR "SLOW-POKES".

To the Editor of The American:

Mr. William Dwyer seems to feel that those who drag along our main highways at 25 miles an hour are doing themselves and all other motorists a great service. With that thought I must take sharp issue.

I realize, as many other drivers must, that the idea that a slow driver does not cause accidents is part of the police mentality--otherwise we would not be so frequently exposed to the sight of one car on a heavily traveled road holding up dozens of other cars which are unable to pass because of the heavy traffic in the other direction. If the police wanted to stop that sort of thing they could.

Mr. Dwyer states--"The average person buys a car for pleasure to take his family out on a warm evening or to spend the week end at some summer resort. . ." His "average person" and mine must be a couple of different guys!

Almost all the drivers I know spend 10 hours behind the wheel just driving from one place to another to every one they spend out sightseeing. A large part of our mileage is necessary driving --to the office or factory, shopping, etc.

Mr. Dwyer's whole argument is based on this premise--that the average car is used primarily for pleasure driving in the evenings and on week ends -- with no place to go and no necessity of getting there at any set time. If he's right on that point his argument that the pokey driver is to be congratulated is right. If he's right, I'm dead wrong! I leave that to the jury--do you use your car mainly for sightseeing, or namely to take you where you want to go in a reasonable length of time?

As I see it, a driver has a responsi-

bility to four drivers--the one in front of him, the one coming towards him, himself, and the one behind him. Common sense requires that he keep his own car under control at all times. Common courtesy requires that he consider the feelings of the other three: (1) you should not follow so closely that the man ahead will be nervous, unless of course you are trying to pass; (2) You should dim your lights and grant more than a full share of the road to the approaching driver if necessary; and (3) you should constantly consult your mirror to see that the driver behind you is satisfied to stay there.

If he shows signs of agitation, you should do one of two things. If traffic the other way is so heavy as to make passing difficult, you should speed up until you are going with the normal flow of traffic. If you are on the less traveled highway, you should pull over and permit the other driver to pass at the first opportunity.

If Mr. Dwyer's group will do their sightseeing on side roads (where there is more to see) and my group will honestly try to consider those three other drivers, we will all enjoy the highways a great deal more. It would also help if some of these cops with their heads in the clouds and their feet in cement would come down to earth for a while and see what's really going on!

Sanford Winters  
Wolcott

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#### FOLLY OF RECKLESS DRIVING

Out in Colorado Springs recently, Clig Bergere, a veteran automobile racing driver, took Capt. Cecil Caldwell, in charge of that city's traffic police, for a ride. They covered 15 blocks, observing all traffic regulations, in nine minutes and 35.1 seconds. Then they went over the same course breaking almost every law in the book. They wove in and out of traffic, violating speed regulations, cutting corners, jumping the lights, not taking time to give hand

signals, passing cars at intersections and on the wrong side and even driving through a safety zone. By actual count 52 traffic violations were committed but when the stopwatch clicked at the end of the reckless run only 3.9 seconds had been shaved from the time on the legal trip. This simply demonstrates graphically what many motorists have observed. Often, in the course of a trip, those who are driving sensibly find themselves virtually keeping pace with those who dash by them at a wild clip and cut in and out of traffic only to be held up at a traffic light. The tale of the hare and the tortoise frequently has its counterpart on the modern highway. The racing driver who is touring the country giving demonstrations of the folly of reckless driving simply is proving how little is gained and how much may be lost by being harebrained behind the wheel of an automobile.

(New York Sun)

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#### CONNECTICUT'S SAFETY RECORD

Bragging about safety records is always dangerous. Too often, the boaster gets a severe shock from the next day's headlines. That happened when Meriden was finishing a full year unmarred by automobile fatalities. It happened again last week, when a Wallingford report of seven months with a perfect score was threatened by a nearly fatal crash.

Still, it seems reasonable to state that Connecticut's safety laurels are not in immediate danger. Those laurels have rested on the State's brow for quite a while. And the National Safety Council has added a glossy leaf to the wreath with its latest report.

Connecticut in 1947 had the lowest accident-death rate of any state in the union: in fact the lowest rate ever reported by any state since the Council began keeping tally. Last year, the rate was 50 accidental deaths per 100,000 of population, which compares with the national rate of 69.7.

## S A F E T Y   M I N D E D N E S S

These figures are certainly no freak of luck, for they cover too large an area to be considered a mere happenstance. Connecticut had to work and plan to hang up that record. Stress was laid upon safety methods in the press. Safety first was taught in the schools. Industry did its part to keep accidents down. The Department of Motor Vehicles, the Highway Safety Commission, state and local police and many other agencies deserve a share of the credit. A safety network was spread to catch the high-flying and reckless. Cooperation to promote safety is exemplified everywhere in this commonwealth. We, as Connecticut citizens, have a right to be proud.

We are not, however, relieved of the obligation to keep working indefatigably to make the record even better. That rate of 50 accidental deaths per 100,000 should be reduced this year, and cut again in following years. It won't be if we let our efforts slacken. We must continue to obey all the established safety rules and to make new ones as occasions arise to make them appropriate.

The fight to save human lives is a struggle in which all should enlist. In joining it, we all have a unique self-interest. We are helping to protect ourselves as well as others. We are helping to guard those nearest and dearest to us as we raise the safety banner. Let's keep it flying above the similar banners of other states.

---Meriden Daily Journal

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### 57 MEN, ONLY 3 WOMEN IN ACCIDENTS IN AUGUST

The East Hartford police department today released its monthly accident summary, showing 36 accidents recorded in the town during August. Eight persons were injured in seven of the accidents, while 29 involved only properly damage.

Following too closely accounted for nine of the mishaps, while failure to grant right of way was responsible for

seven, and exceeding a safe speed for four.

Of 60 drivers involved, 57 were men, 45 were non-east Hartfordites, and at least 37 were known to be driving less than 30 miles an hour.

Forty-seven of the 60 vehicles were passenger cars. Passing another vehicle led to seven of the accidents, while vision obstructions were reported as accounting for 13.

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### POST ROAD DRIVING

Those with unbiased mind or knowledge of existing conditions will concur with the opinion of State Police Commissioner Edward J. Hickey holding an enforcement drive a necessity along the Boston Post Road. This highway, from the New York State line to the Rhode Island border, constitutes one of the most heavily traveled roads in this country. At best it offers major traffic hazards, due to multiple hills and curves, congestion, the large amount of commercial traffic and its extensive use by pleasure cars utilized in inter-community travel. At its worst, it represents a driver nightmare. It may be hoped this driving campaign will be continued without relaxation until it obtains the results for which it was instituted.

The launching of such a campaign is not one to be lightly taken. In the public mind enforcement of vehicular laws and regulations often is received with conflicting emotions. While the prosecution of obvious offenders tends to draw general approval, save perhaps from those apprehended for varied infractions, a fear of suspicion of persecution often exists and makes itself felt through public resentment of police methods.

Sorry experiences of motorists in some states where speed trap and wholesale arrest program techniques are employed for local revenue rather than enforcement purposes have created an unwarranted public antipathy toward all

enforcement efforts. In consequence the large number of arrests made during the early days of the Post Road campaign leads inevitably to one of two opinions. One is that driving practices along the Post Road particularly in that stretch between the Rhode Island line and East Haven, have been extremely bad and are sorely in need of correction. The other is that the State Police are being overzealous and overharsh in their crack-down.

Those acquainted with the record and the techniques of the Connecticut State Police cannot fairly subscribe to the second-mentioned opinion. Their conduct, in the mass, has been one to assist rather than harass the well-intentioned and generally law-abiding driver. Law enforcement in Connecticut must be continued at that level, by both State and local police. The good will of those who travel our highways for business or recreation or as the operators of commercial vehicles is a definite asset. There can be no wish to place it in jeopardy by over-stringent enforcement or through any arrogant display of police authority.

At the same time we have even less wish to have Connecticut earn a reputation of a state where anything goes. Every courtesy should be extended to those endeavoring to obey our traffic regulations. Those who abuse their highway privileges by speeding, failing to dim headlights or by other forms of reckless operation must be firmly dealt with.

---New Haven Register

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#### LAW NOT ENOUGH

The number of accidents in Middlebury in the last few days points up once again the impossibility of preventing automobile mishaps by law enforcement officers alone. Here we have a town which has exerted itself more than most for the protection of its children from the antics of drivers on its busy high-

ways. Middlebury maintains a staff of competent, hard-working constables who faithfully patrol the traffic-heavy stretches on Route 6-A and Straits Turnpike. They can be seen from early morning till late at night trying to save drivers from extremes of speed and the often fatal consequences.

With what result has this expenditure of money by the town and of hard work by the constables been fruitful? Still the drivers continue to poke their cars at fences and rock cuts and other cars. Still the machines play a devilish game of, "I'll pass you, you pass me," on the concrete pavement. The terrain in Middlebury is not particularly accident-prone. Only drivers are accident-prone. If they observe the speed limits, watch for curve warnings and start a little earlier for their destination, the Middlebury accident rate would fall and be more commensurate with the efforts the town has made to cope with its difficult traffic situations.

---Waterbury American

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#### DECREASE AUTO ACCIDENTS

Connecticut drivers, although they have managed to keep highway fatalities for 1948 nearly 9 per cent below the figure for 1947 for the first seven and one-half months of the year, must not be satisfied to let up and give care a vacation, even if the Nutmeg state did sport the best record in keeping down fatalities in 1947.

Steady improvement of state highways and the adding of more safeguards against accidents have helped cut the fatality figure down. All credit cannot go to the motorist alone.

September will bring the added dangers to motorists caused by school children en route to and from schools. There is still a great deal of time in 1948 to kick the present fatality rate to smithereens. A little sloppy driving will assure it.

---The Winsted Citizen

STATE POLICE CRACK DOWN

"We will give no warnings, accept no excuses and will make no exemptions." That was a statement of Police Commissioner Edward J. Hickey in launching a safety campaign on the shore line highway between East Haven and the Rhode Island border.

It is a statement which should be kept within those quotes, and repeated over and over until it becomes a permanent slogan for his own and all city and town traffic officers. It should be required of all police, like the oath taken by men and women entering the various professions.

As to the circumstances under which it was given the commissioner was announcing the formation of a special detail of 50 troopers to patrol the 70-mile stretch of highway nightly. That particular area, one of extra-ordinary danger, was well chosen as a place where the law should be enforced strictly.

In view of the increasingly heavy traffic on all main routes, driving has become, in proportion, a greater responsibility. It is a more important responsibility with respect to the driver's own life, the life of all others on the road, and to the state. Every effort to emphasize that responsibility should be encouraged; and careful motorists who have negotiated the Shore Line road, for instance, will hail the plan of the State Police to bear down on the reckless.

"We will give no warnings, accept no excuses and will make no exemptions" ought to be the established policy of the State Police and all other traffic cops on the state roads and in all cities and towns. The fact that such instances of brushing off the rules are periodic, rather than routine, is what has bred lax enforcement and loose compliance.

The need for "no warning, no excuses and no exemptions" may be seen almost anywhere. Cars are left in no-parking areas, in front of hydrants or are double-parked for many reasons which the

drivers believe will cause them to be warned, excused or exempted. It may be that their politics is currently correct; that they are prominent, or that they are just pretty. But the results are the same.

If traffic enforcement is ever to be properly efficient and fair to all, police should begin with the fundamentals. That means parking and stop-sign enforcement and working up through speeding and reckless driving. It can be done in any community and on any highway if the enforcement is evenly and consistently applied to all.

Commissioner Hickey's crisp and business-like quotation should not be allowed to die with yesterday's news type. It should be printed and posted and memorized by all police and traffic authorities. It is the best slogan heard in a long time in the war against death and damage on the highways.

---Meriden Daily Journal

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THE BOSTON POST ROAD

State Police Comsr. Edward J. Hickey is certainly not far from the fact when he calls traffic conditions on the Boston Post road, between East Haven and the Connecticut Rhode Island line, "the worst in the state." Nor is there any doubt whatever that he is on the right track when he announces that the State Police will start an intensive patrol of this road, accepting no excuses and issuing no warnings to violators and striving, particularly, to break up speeding failure to dim lights, ganging up of trucks, and so on. As a matter of fact conditions on this road last year were bad enough but to persons who use it constantly, it seems self-evident that traffic conditions have been worse this summer.

A good part of the trouble, frankly, has been lack of hardboiled law enforcement this summer. The traffic on the road has increased amazingly in the last few years; that is something, in all likelihood, that the state cannot



remedy immediately, although it might help somewhat to route more of the through traffic along No. 80 to New Haven, from the west end of the Old Lyme-Old Saybrook bridge. But the real danger on the Boston Post road arises when impatient drivers cut in and out, act as though they want to break their necks so far as speed is concerned, and abandon all caution. Or, it is true, another difficulty--at night particularly--is when trucks gang up on the road. Granted that a great many of the truck drivers are our most courteous and sensible drivers, it is a fact that they are using the Post Road in such numbers that they create a traffic blockade difficult to break, when they drive along in long lines, unbroken by passenger traffic.

The other day a New Londoner headed toward this city was held up at the Connecticut river bridge, on the Old Saybrook side, by a bridge opening. When the draw closed and he started across the bridge, in the midst of a long line of cars, he passed 17 trailer trucks on the bridge alone. There wasn't any question about an inaccurate count; the line was barely crawling along, and he counted the trucks carefully.

Some of them, quite obviously, were in bunches. Some others were not "ganged up" but were just so numerous that they were to be found sandwiched in among the pleasure cars. Certainly the trucks have a right to use the road as well as the passenger cars, but it does seem that they could be spaced a little better to avoid risks of accident when impatient, numbskull drivers, caught behind them, try to dash past where there isn't room or time to do so.

Conditions on the Post Road, at certain times of the week particularly, being almost intolerable, sensible motorists certainly will uphold the hand of Comsr. Hickey if he "cracks down" on recklessness, speeding, etc. Let's have such stern and uncompromising enforcement on the road that it will "slow down" a lot of these wild drivers and thereby save lives and property.

And after the lesson has been driven home, let's have continued watchfulness on this road, to keep the situation from getting out of hand again.

---The New London Day

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#### THINGS TOLD BY THE TATTLER

One of the by-products of the current safety drive on the Boston Post road--U.S. Route 1, which passes through New London--is the comment from some quarters that the state police are arresting only the out of state drivers and ignoring the shortcomings and transgressions of the local and nearby motorists. There have been times, no doubt, when this kind of complaint was justified during a "speed trap" campaign. Milford Pa., used to be famous for this kind of thing. The out of state driver who managed to get through the town without at least getting a dirty look from a police officer could count himself lucky. But the safety campaign on Route 1 just doesn't add up to anything of this kind. The out of state drivers are sure enough far in the majority of those arrested. But they are arrested because they are the wildest drivers on the road.

The state police, deserving a lot of credit for the way they have cut down recklessness, speeding, etc., on this stretch of road in a remarkably short time, certainly are not guilty of any favoritism. If you don't believe it go out and do a little first hand observing of the situation. What you will find will surprise you. For example, the other day a New London driver made it a point to observe conditions on the new Thames River bridge for a while. The "L" combination cars were proceeding sedately across the bridge at 25 miles an hour. Rarely was a New London--or for that matter a Norwich--registered car exceeding the speed limit of 25 miles an hour on the high level bridge.

But New York, Pennsylvania, Massachusetts, Rhode Island and New Jersey cars were zipping merrily past them. Some of the out of state drivers were going at

## S A F E T Y   M I N D E D N E S S

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least 35 miles an hour, and judging from the looks they gave "slowpoke" drivers they passed, they couldn't understand the whys and wherefores of the "funeral procession." Yet the bridge is plainly marked 25 miles an hour, for perfectly obvious reasons--the risk of some car or passenger going over the side in an accident.

The same situation was noted about a week ago on the road to New Haven. Some of the out of state drivers, in such a rush that they paid no attention to the speed limit signs, were driving 50 in a 40 mile zone, and so on. But the vast majority of the Connecticut drivers were keeping well within the posted speed. Like the local drivers using the Thames river bridge, they had heard of the effort to cut down speeding and recklessness and they were acting accordingly, not anxious to get a summons. Judging from the behavior of a lot of the other out of state drivers, there will continue to be arrests for some time to come--until they have heard that 40 miles and not 55 or 60 miles, and so on.

It is true that the state police, no matter how vigilant, cannot in a trice stop all the recklessness, the speeding, etc., on the post road. It would be foolish to expect that they could. The other day, on the bridge, the local man saw at least a dozen drivers who were breaking the law. There was no state police car patrolling that particular section of the road at the moment. But if the same out of state driver continued their tactics further on, they obviously ran a grave risk of getting hauled up by a state police officer, for the department has been patrolling the post road vigilantly. At one time recently State Police Commissioner Edward J. Hickey said he had a state Policeman out patrolling the route for every mile and a half of the road, with orders to enforce the law to the letter.

Perhaps one reason why so many out of state drivers are wild in their operation, and ignore speed limit warnings, is because they are on fairly long trips. There is something about a long drive ahead that makes many a driver

speed up his car operation. He decides that he must "make good time" and his operation of his car becomes bolder as he falls behind some self imposed schedule. No doubt Connecticut drivers do the same thing in other states. At least it is a fact that you will hear Massachusetts residents say, quite frequently, that there isn't any wilder driver in their state, than the Connecticut operator, just as we say that the wildest drivers on our roads seem to hail from New York, or Massachusetts.

And it may be that another thing that would help on the post road is a few new signs, judiciously scattered along the road, warning the motorist that enforcement of speed limits, etc., is very strict. Then if the out of state drivers continue their antics they have only themselves to blame if they fall afoul of the law. Actually, of course, the speed limit signs, regularly in place, are a warning and sufficient to let the driver know what speed will be tolerated. A few additional signs might make the task of the state police somewhat easier, though.

Finally, it is encouraging to note that the state police commissioner evidently intends to keep traffic on the post road under strict control for some time to come--that this is not just a "drive," to be forgotten in a few days or a few weeks. Conditions on this road have been bad for a long time, largely because of the increase in traffic and the wild driving.

It is encouraging to note in the news report for the arrests made by the State Police on Route 1 over the Labor day week end, that they were, by a majority of six to one, out of state drivers. One hundred seven arrests were made for motor vehicle violations; of these only 15 were of state licensed drivers, while of the vast total of cars on the road, it stands to reason a majority was licensed in Connecticut. This proves that word of strict enforcement isn't long in getting around the state and that its drivers govern themselves accordingly.

---New London Day

# Off to Record Holiday Jaunts

## Catlin Asks Increase In State Police

### Praises Hickey for Week's Supervision Of Traffic on U. S. I.

Chairman Robert I. Catlin of the Highway Safety Commission said Saturday the State Police Department ought to be enlarged to permit year round selective traffic supervision of the same type as was applied during the past week on U. S. I.

Mr. Catlin, said he had written State Police Commissioner Edward J. Hickey on Friday. His letter complimented the Commissioner on the almost complete absence of traffic accident experience on the Post Road during the project and praising the efficiency of the patrol activity.

#### Effective Action.

"I told Commissioner Hickey in my letter," said Mr. Catlin, "that words failed me in expressing my esteem for the effective action of his Department under progressive, intelligent, far-sighted leadership. I am not aware of any similar enforcement project of such magnitude undertaken anywhere in the country with such results. Over 100 miles of highway were covered and I understand that everybody in the State Police Department, from the Commissioner himself down to men on office duty, did at least eight hours patrol as extra duty during the week.

"The results speak for themselves. General comment aroused around the state and in neighboring states testifies to the value of the project. Conduct of traffic on the highway itself is ample testimony as to effectiveness of blanket coverage of traffic flow when the traffic accident situation appears to be getting out of hand. There can be no question but what lives were saved, many personal injuries averted and thousands of dollars in automotive property damage salvaged last week because of effective State Police patrol of the shore road. It was wonderful."

## State Police Arrests Soar To 135 Total

The number of state police arrests since Monday when a drive for the rigid enforcement of motor vehicle laws was inaugurated by men attached to the Groton barracks soared to 135 today.

Forty-two drivers were arrested on an assortment of charges yesterday and early today to be added to the 93 who were apprehended previously.

There has been no letup in the campaign and it will be intensified over the holiday week end, state police officials have announced, in an effort to make driving conditions as safe as possible.

## Holiday Death Toll In U. S. Nears 400

(By The Associated Press)

The nation's accidental death toll during the long Labor day holiday approached 400 today. The reported total was 393 and still incomplete.

Traffic deaths numbered 281 from 6 p. m. (local time) Friday until midnight Monday to exceed the National Safety council's estimate of 260 highway deaths for the period.

Fifty-nine persons were drowned, and 53 others lost their lives in a variety of other type accidents.

The holiday week end toll in Canada was 35, including 13 drownings and 14 traffic fatalities.

The toll over the Labor day holiday in 1947 resulted in 451 deaths from accidents. The total included 293 traffic fatalities, 81 drownings and 77 miscellaneous deaths.

## State Police Arrest 242 In Week's Highway Drive; Result: Not One Accident

## 50 State Police To Patrol Route 1

An unprecedented move for traffic safety on U. S. Route 1 was made today when State Police Commissioner Edward J. Hickey announced that 50 state policemen, members of a special safety unit, would

patrol the 70-mile portion of the route from East Haven to the Rhode Island state line, starting this evening.

The patrolmen will be on duty from 9 p. m. to 6 a. m. until further notice, the commissioner said.

Instructions have been issued to enforce strictly all motor vehicle laws pertaining to highway safety with special attention to speed limits and the dimming of headlights when approaching other vehicles, the announcement stated.

A 40 M. P. H. speed limit between the Groton Bridge and East Haven will be enforced, as will all other speed limits posted on highway signs, Commissioner Hickey said.

Trucks and other commercial vehicles will not be permitted to travel in groups of two or more, or contrary to the rules of the road, the state police head asserted.

Referring to traffic conditions on the route, he said they have become so bad that they are now the worst in the state, particularly at night.

# Roads Busy; One Fatality

Though limp and almost prostrate after five days of record high temperatures, Connecticut recorded only one Sunday traffic fatality and earned the thanks of state and local police for "exceptionally good" behavior on the highways.

With few exceptions, heavy but not record traffic was reported on most main highways. New London Turnpike

was jammed with its heaviest load of the summer, as were shore roads. State Police said traffic on other main arteries, however, was "less than expected." The entire State Police force of nearly 300 officers and men was on duty.

The staggering total of 242 arrests, shattering all previous marks, were made in the past week by state police of the Groton barracks as they maintained constant highway patrols to help insure safe driving conditions and their activities paid dividends—not a single accident was reported during that period in the Route 1 area which is in the station's jurisdiction.

With every available man on duty to help regulate the increased flow of holiday traffic, 107 arrests were made over the week end yesterday. The total apprehensions previous to that in the drive stood at 135.

The accident-free period thus lent emphasis to the statement issued last Monday by State Police Commissioner Edward J. Hickey who ordered the campaign.

## State Holiday Week End Toll Set at 9

(By The Associated Press)

Four persons died in automobile accidents, two drowned, one was killed by a train and there were two other violent deaths, both involving infants, in Connecticut during the Labor day week end.

# APPRECIATION LETTERS

VOX-COP

September, 1948



STATE OF CONNECTICUT  
DEPARTMENT OF MOTOR VEHICLES  
HARTFORD

ELMER S. WATSON  
COMMISSIONER

August 24, 1948.

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

Dear Commissioner Hickey:

I feel certain that hundreds, perhaps thousands, of Connecticut motorists are grateful to you for your ingenious and thoughtful use of a traveling sign to inform them why they were being delayed in long lines Sunday on the approaches to the Connecticut River Bridge between Old Lyme and Old Saybrook.

Besides satisfying the natural curiosity of those waiting in the lines, your traveling information bureau without doubt did much towards preventing accidents that might have been caused by uninformed, impatient drivers cutting in and out of the lines.

Your creation and use of the moving signboard may now be added to the never-ending, impressive public service and good will contributions made by you and the State Police Department in behalf of the citizens of Connecticut.

Sincerely,

A handwritten signature in dark ink, appearing to read "Elmer S. Watson".

Elmer S. Watson  
COMMISSIONER

ESW/mrv



# State of Connecticut

## HIGHWAY SAFETY COMMISSION

STATE OFFICE BUILDING, HARTFORD 4, CONN.



September 3, 1948

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

Dear Colonel Hickey:

Just a note to express my official appreciation as Chairman of the Highway Safety Commission and my personal gratitude as a citizen who uses the highways of Connecticut for the outstanding excellence of the special patrol which you directed on US I, the Connecticut shore road, last week.

I fully realize what this special selective enforcement project meant in taxing the personnel resources of your Department, with the many other demands in behalf of general public safety to which our State Police Department is subjected day and night, twenty-four hours around the clock.

But I am sure even the members of the patrol itself who spent so many hours doing hazardous dark-hour duty realize that it was very much worthwhile. Fragmentary reports I have received indicate an apparent substantial reduction in the regular weekly incidence of traffic accidents on the "post road." That should be our mutual objective - reduction of accident frequency, not merely concern for severity with special regard for fatalities. If we stop accidents themselves, we prevent deaths, avert injuries and save thousands of dollars in property damage to our citizens.

Words fail me in expressing my gratification over this practical demonstration of the flexibility of selective enforcement and its complete adequacy when properly planned and directed. This demonstration of what intensive highway patrol can do is so convincing that I believe all of us interested in "solving" the traffic accident problem should initiate steps to augment the personnel of your Department to place at command the manpower essential to enable you to adopt a policy of effective selective highway patrol coverage the year 'round.

Sincerely yours,

ROBERT I. CATLIN, Chairman  
Connecticut Highway Safety Commission

RIC:f



CITY OF WILLIMANTIC, CONN.  
FIRE DEPARTMENT

September 2, 1948

Commissioner Edward J. Hickey  
Connecticut State Police  
Hartford, Connecticut

Dear Sir:

I wish to take this opportunity to thank you for the splendid cooperation given me by the Safety Division of the State Police Department at both Columbia and Andover during the time the water safety programs were carried on.

It is my opinion that during these two months the State Police were brought closer to the children and it has given them a better understanding of the officers connected with this department. In other words rather than look upon these public servants with fear they should turn to them for whatever assistance might be needed.

At our final water safety program their demonstration was instructive and impressive and greatly added to our water carnival.

These are the officers who so ably assisted me without whose help it would have been quite difficult for me to carry on with such a large enrollment: Sergeant Leslie Williams, Officer Vernon Gedney, Officer Benjamin Davis, Officer Paul Hickey, Officer Jerome Smith and Officer John Carlson.

Respectfully Yours,

Lieut. Willimantic Fire Dept.  
Water Safety Director.

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

AMOS S. BASEL  
ATTORNEY AT LAW  
25 WEST 45TH STREET  
NEW YORK 19, N. Y.

August 31, 1948

Gentlemen:

Yesterday afternoon on the Merritt Parkway between Westport and New Haven a tire on my automobile went flat. Officer No. 73, Connecticut State Police, appeared on the scene shortly after our difficulty started and was extremely helpful, kindly, and friendly. He went out of his way and helped us far beyond his duty as a police officer.

I want to commend him to the head of the Connecticut State Police because in my experience it has been most unusual to get that type of courteous treatment. If this officer is typical of the men in your service, you must be running one of the finest State Police Departments in the country.

I am not in the habit of writing fan letters, but I was so impressed with the treatment I received that I felt it only fair to let you know how I felt about it.

Very truly yours,

Amos S. Basel

(Officer #73 is Robert C. Campbell.  
--Ed.)

HEADQUARTERS  
52D FIGHTER WING, ALL WEATHER  
MITCHEL AIR FORCE BASE  
MITCHEL FIELD, N. Y.

August 23, 1948

Dear Sir:

I wish to officially commend you for the invaluable assistance rendered by officers of the Connecticut State Police

to the Air Force personnel from this base who were designated to investigate the aircraft accident involving an AT-6 type aircraft which crashed into Candlewood Lake on 14 August 1948.

The following named State Police officers of the State Police Barracks at Ridgefield, Connecticut, are deserving of special commendation for their untiring efforts in the assistance rendered in the investigation: Lieut. C. L. Klocker, Lieut. P. Lavin, Detachment Sgt. R. J. Murphy, Special State Police Officer W. K. Conrad.

Yours truly,

Thomas C. Musgrave, Jr.  
Colonel, USAF

AMERICAN RED CROSS  
NORWALK CHAPTER  
7 ACADEMY STREET  
NORWALK, CONNECTICUT

August 20, 1948

Dear Sir:

May we thank you most heartily for your generous cooperation with the Norwalk Chapter of the American Red Cross in the production of a Radio Show on August 16th.

Sergeant Williams not only has an exceptionally fine voice but also an unusually easy manner that lends comfort and assurance to his fellow-performers in front of a microphone. We are grateful to him, too, for ironing out a few wrinkles in the script.

Be assured that I was most appreciative of this favor, and remain.

Very truly yours,

Ruth Reynolds, (Mrs. E.S.)  
Chairman,  
Red Cross Radio of Norwalk

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

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POLICE DEPARTMENT  
CITY OF TORRINGTON

DEPARTMENT OF EDUCATION  
WATERTOWN, CONNECTICUT

August 16, 1948

August 20, 1948

Dear Commissioner:

May I express our sincere thanks for your usual cooperation in sending us nine officers from the Department of Connecticut State Police to help us with our traffic problem on August 7th when the State Fife and Drum Corps Convention and Parade were held in this city.

I am certain that we could not have managed the traffic detail and detoured routing without their capable assistance.

It is reassuring and gratifying to know that we can depend on your department in any emergency. Again, our most sincere thanks.

Very truly yours,

Hugh E. Meade,  
Chief of Police

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August 23, 1948

Gentlemen:

I wish to express my sincere thanks to you and your very efficient department. I am sure it was efficiency of the highest type that saved the life of my Brother, Arthur Foy, who accidentally shot himself with a .45 calibre army pistol severing a main artery in his leg. The perfect timing and exactness of every move, even to having a New Haven specialist waiting at the Griffin Hospital in Derby when my brother arrived there in the State Police Ambulance is almost unbelievable. Please extend my thanks to Sgt. Strand and Officer Clayton Gaiser of the Bethany Department for their exceptional work.

Sincerely yours,

Raymond Edward Foy

Dear Mr. Hickey:

On behalf of the Public School Dept. of Watertown I wish to congratulate the State Police for the very fine Water Safety Demonstration the Safety Section of your department put on for us here in Watertown. Sgt. Williams and his men were very well received by over three hundred of the townspeople. The need for this type of education is very much needed in our State. You and your department are to be congratulated for the caliber of men representing the Conn. State Police.

Very truly yours,

John F. Regan

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WESTPORT, CONNECTICUT  
R.F.D. NO. 2

August 14, 1948

Dear Sir:

Friends of ours, visiting in Weston, were stuck in a deep rut on one of our hills in their car last Saturday night, and my husband called on the State Police for aid. Officer Mulligan was sent to see about the difficulty, and remained on hand until the tow cars came. I can't tell you how much we appreciated his courtesy, calmness and kindness, and all of us want to thank him and express our appreciation for his efficiency and aid. He remained to see that everything was properly taken care of, and was indeed a credit to your fine police force.

Sincerely yours,

Mrs. Robert Adams



APPRECIATION LETTERS

THE B. P. COOLEY COMPANY  
WOOL WASTE & SHODDIES  
STAFFORD SPRINGS, CONNECTICUT

August 31, 1948

Dear Sir:

At this time I wish to compliment you on the courtesy extended to me by Officer James McCormick, attached to Barracks C at Stafford Springs.

Two years ago I had a heart attack which Officer McCormick knew about and last Friday, August 27, I stopped my car outside of Stafford Springs to finish listening to a news broadcast before I hit the static in Stafford. Officer McCormick was thoughtful enough of my welfare to turn around after he had passed me and come back and check to see if there was anything wrong.

I assure you that it was out of line of his duty and that I appreciate the thoughtfulness of Officer McCormick on coming back to check.

Very truly yours,

A. W. Dolge, Pres.

R.F.D. 1  
Bethel, Conn.

August 25, 1948

My dear Commissioner Hickey:

The officers and directors of The Easton Swimming Association have asked that I write and tell you how pleased we are with the water safety demonstration put on for us at the Easton pool last Saturday.

We have worked for years to secure a pool in Easton for Easton children, and your water safety program has certainly stimulated public interest in the necessity for our pool. We want to ask you now to save a Saturday in July 1949 for us, to put on your program in Easton again. We have a great many streams in

our town, because Easton is largely watershed, but until this year Easton children had no place to swim. With three needless drownings in the past five years in Easton, because children will trespass, it is most gratifying to us to have you take an interest in our teaching water safety to our children.

With the cooperation of the American Red Cross and your group, you have contributed greatly to arousing public interest in our project and the successful first year of our undertaking. I can think of no better way to help prevent drownings than the work your men are doing, and we most certainly want them to come put on their program again. Whatever the expense, if one person is saved from drowning because of your program your money has been well spent.

With thanks and appreciation again,  
I am

Sincerely yours,

Margaret M. Kerr  
Secretary  
The Easton Swimming Asso.

CITY OF NORWALK, CONNECTICUT  
OFFICE OF THE CHIEF OF POLICE

August 23, 1948

Dear "Ed.":

I am indeed very grateful to you for the assistance of the State Police in Norwalk, Saturday at the Firemen's Parade. Your men did a splendid job in controlling the crowds along the line of march.

My most sincere thanks to you and your men for their wonderful spirit of cooperation and my warmest appreciation of their job well done.

Sincerely,

Jeremiah F. Dorney  
Chief of Police

APPRECIATION LETTERS

ASSOCIATED TRANSPORT INC.  
429 MEMORIAL AVENUE  
WEST SPRINGFIELD, CONN.

August 23, 1948

Dear Commissioner Hickey:

The executives of this company have directed me to express their appreciation for the work performed by Detective John J. Doyle of the Special Service Squad, under your command.

On July 12, 1948 two of our drivers reported the loss of a bale of cloth valued in the neighborhood of \$1,000.00. The explanation given by the drivers seemed very satisfactory, therefore a complaint was made to your department.

As a result, Detective Doyle conducted a very exhaustive investigation and through his efforts, the bale was recovered.

The thoroughness and efficiency demonstrated by Detective Doyle, in addition to his courteous handling of this matter, is most appreciated by this company and certainly warrants a "Well Done!"

Sincerely,

R. N. Parendes, Supr.  
Internal Security Div.  
Associated Transport Inc.

RECREATION COMMISSION  
NORWICH, CONNECTICUT

August 25, 1948

Dear Commissioner:

Just a line to convey to you the heartfelt thanks of the Recreation Commission for your grand cooperation on the occasion of the annual All-Play-ground Outing at Ocean Beach.

Your boys from the Groton barracks did an outstanding job as escorts to and from the beach and they watched carefully over our 1,000 children while they

were at the beach. As a result we got through the tremendous undertaking without so much as a single hitch and everyone had a grand time.

The people of Connecticut are indeed fortunate to have as their guardians and protectors a group of men so capable, courteous and considerate as you have under your command in the State Police Department.

At this time I want to express to you also my own personal thanks for the many courtesies that have been extended to me by yourself and members of your department over a long period of years.

I can assure you that we in Norwich are thankful for the Connecticut State Police. Certainly, I am grateful.

Kindest regards and best wishes.

Sincerely,

James V. Padace, Chairman  
Recreation Commission  
City of Norwich

STATE OF CONNECTICUT  
STATE HIGHWAY DEPARTMENT

Dear Sir:

I wish to express my appreciation for the prompt and efficient way in which your forces responded to our request for transportation for Mrs. William T. Dorrance, Jr. to the Bridgeport Hospital when her husband was critically injured yesterday at the Washington Bridge. I particularly wish to bring to your attention the diplomatic and courteous manner in which Officer James Conlon handled his assignment. Mrs. Dorrance has asked me to tell you how much she appreciates the assistance she received in this emergency.

Yours very truly,

E. B. Burdick  
State Highway Dept.

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

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CHAS. PFIZER & CO., INC.  
MANUFACTURING CHEMISTS  
GROTON PLANT - GROTON, CONN.

August 30, 1948

Dear Lieutenant Mackenzie:

On the morning of August 26th one of the riggers employed by the C. M. Crandall Company on our construction work, Mr. James Hamilton, sustained a severe scalp wound while moving a compressor. First-aid measures were immediately instituted and the State Police ambulance was called. In an amazingly short time the ambulance was on the scene, and the injured man was taken to the Lawrence Memorial Hospital. Twenty-eight stitches were required to close the wound.

Your fine organization deserves commendation for its prompt and efficient service, and I know that I speak for all of us when I say it is a source of great satisfaction to have such a fine piece of equipment available on such short notice.

If it is at all feasible, I would appreciate it if this expression could be communicated to Mrs. Harkness. Her generosity in giving this fine ambulance to the people of the area was truly a master stroke, and I am sure they are duly appreciative. I feel that I would be remiss in my duty if I did not express my appreciation directly.

Very truly yours,

Charles F. DeCosta  
Resident Supervisor

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54 Bodwell Street  
Hartford 6, Connecticut

August 30, 1948

Dear Mr. Commissioner:

This letter is being written in a spirit of appreciation to your department for prompt and courteous, coopera-

tion in a case of emergency on Saturday evening, August 28.

The writer found it necessary to ask the sergeant at Colchester barracks to assist in getting a message to a person at Lake Pocotopaug in East Hampton who could not be reached by telephone or other means. The request was made of the sergeant at 10:05 P.M. and the person was contacted and telephoned this writer at 10:35 P.M.

I first called the dispatcher at headquarters who advised me to call the Colchester barracks. In both cases I was treated very courteously and the fact that the message was delivered as outlined above indicates that prompt action was taken, even though the directions I was able to give were rather vague.

The writer has traveled extensively throughout this state and has always found our State Police to be consistently capable and cooperative. I am probably one of a great many that have received excellent treatment by your Department.

Yours very truly,

D. N. Willis

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WATERBURY REPUBLICAN WATERBURY AMERICAN  
61 LEAVENWORTH STREET  
WATERBURY 91, CONNECTICUT

September 3, 1948

Dear Commissioner Hickey:

On behalf of the Republican-American I wish to express my thanks to you and your men for the assistance given us in staging our Annual Sports Carnival at Lake Quassapaug on August 29th. What with the weather being what it was, there was a tremendous job to be done in keeping traffic moving to and from the park. Too much can't be said for the manner in which your aides operated. So far as I know there were no traffic tie-ups and no major accidents.

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

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It was likewise a pleasure to have the safety demonstration given. For a time I was afraid that the massed bathers around the swimming area would prevent a successful presentation of this feature, but this was very nicely overcome and the comments that I picked up were most favorable.

Kindly extend to Capt. Buckley, Sgt. Williams, and the others who helped make the 29th a great day for us our sincere thanks.

Very truly,

Cornelius F. Maloney,  
Promotions Director

Miami, Florida

August 19, 1948

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Cheshire, Connecticut.  
August 24, 1948

Dear Sir:

The enclosed clipping will give you the basic story of our case. I want to tell you that Mrs. Ney and myself appreciate the service and efficiency of your men. They only had a "screwy" license number to start with but went about the job in a work-man like fashion and got to the bottom of it in short order.

Sincerely,

Paul S. Ney

THREE ARRESTED IN JEWELRY THEFT

Authorities at the Bethany State Police Barracks announced yesterday they are holding three New Haveners in bond of \$2,000 each in connection with an investigation concerning the theft of a "substantial amount" of jewelry and a rifle on August 14th from the home of Paul Ney, Cheshire.

Trooper Thomas Leonard identified them, as Charles Cacace, 19, Victor Dzieszkowicz, 19, and Frank Appuzzo,

30. Cacace and Dzieszkowicz, he said, were arrested four days ago and Appuzzo was arrested yesterday.

The three men are each charged with breaking and entering and theft.

The trooper said the investigation is still being furthered and others assisting are Trooper Edward Steele and Detective Robert Mulhern of the New Haven Detective Bureau.

Dear Commissioner Hickey:

About midnight July 21st some relatives and I stopped at a tourist court just outside Hartford and spent the night. I left my wallet there, containing about \$55.00 in cash, and didn't miss it until we were having breakfast in Danbury the next morning. Without knowing the name or exact address I sought the aid of the Connecticut State Police in locating the court. I talked with Lt. C. L. Klocker of the Ridgefield Barracks who, after my rather meager description not only located the court but had the wallet picked up and mailed to me.

Not only was I impressed by the dispatch and efficiency with which Lt. Klocker handled the matter but also, and especially, with his kindness and consideration. These latter qualities have a place in law enforcement but one does not always find them there.

From personal experience I now have a high regard for the Connecticut State Police and shall have a good word to say for them at every opportunity. Please believe me, I am most grateful for the aid I received in the above matter.

Very sincerely yours,

Ruth Parks

# Circumspecto

VOX-COP

September, 1948

## BENTON HARBOR, MICH.

An eleven-year-old "junior deputy" who is waging a one-boy war on crime has landed his first quarry.

Walter Fox Jr., of Niles, Mich., supplied information to police which led to the capture of Carl E. Hayman, twenty a mechanic wanted by the Federal Bureau of Investigation for violation of the Dyer act, which makes transportation of stolen cars across a state line a Federal offense.

Two months ago Berrien County Sheriff Erwin Kubath pinned huge silver badges on local boys and dubbed them "junior deputies" as part of an anti-juvenile delinquency campaign.

Walter took his job seriously. He studied photos of wanted criminals on the postoffice wall. One day he excitedly told police he recognized the picture of a man wanted by the F.B.I.

A weary desk sergeant told Walter to "run along home." But the boy persisted and Benton Harbor police arrested Hayman at his home.

Walter at first refused all publicity on the matter because "I'm just starting my career and I don't want to be spotted." But Sheriff Kubath finally convinced him it would be all right to tell the world about it.

## GROTON

"Buzzing" a beach and cottages at Groton Long Point cost Eugene S. Pittell 20-year-old flier from Mystic, \$200.

That was the amount of fines Deputy Judge Charles J. Apicelli imposed in Town Court after convicting the youth of reckless flying and operating an airplane without a license.

State police arrested Pitell after Groton Long Point residents complained about a plane flying low over their homes.

Pitell was also arrested on a charge

of driving an automobile without an operator's license in his possession. That cost him another \$3 in court.

Besides imposing fines of \$100 on each of the flying charges. Judge Apicelli sentenced Pitell to 60 days in jail for reckless flying, but suspended execution of judgment.

## HUNTINGTON, IND.

Maurice Vought, who installs burglar alarms, trapped himself recently in a Huntington jewelry store safe.

The safe door swung shut while Vought was wiring the alarm. Firemen pumped air into the safe two hours before locksmiths reopened the door.

Unharmed, Vought was back on the job today, with a heavy prop against the door.

## GLEN RIDGE, N.J.

Mrs. William E. Naue, whose husband operates the Chanticleer in Millburn and the Roose and Leon's restaurants in Newark, was brushing her teeth at 11:15 p.m. recently in her home at 500 Ridgewood Avenue when a man who wore a black mask and carried a revolver entered the bathroom.

Mrs. Naue, who was wearing no clothes whatever, was shocked and pushed the intruder out again, heedless of the revolver. He told her to open the door or he would shoot the lock out.

"I'm too embarrassed," Mrs. Naue replied. "Get me my robe."

When the gunman returned with a beige housecoat, she opened the door and put it on. She found two other gunmen in her bedroom. They tied her up with her husbands cravats and took jewelry and cash to the value of \$35,000. There have been three holdups or attempts at holdups at Mr. Naue's restaurants in the last ten years.

## C I R C U M S P E C T O

### BURLINGTON, CONN.

Frank Dowd of Route 115 heard a rum-pus in his chicken coop on a recent morning. He told police he took down his shotgun, investigated and brought back Ernest George Bishop, 48, of Perkins Street, Bristol.

According to Dowd, he discovered Bishop in the coop with a burlap bag in his hand. He started to march the Bristol man back to the house at the point of his gun, when Bishop grabbed for the weapon. He missed it, Dowd told police, but then started to run away. The owner of the chickens declared he fired a warning shot in the air, called a neighbor for help and started off after Bishop. He found him nearby, Dowd said, and held him at gun point until State Policeman Edward A. Faith arrived. Out under \$100 bonds, Bishop will face a charge of theft of poultry in Burlington Justice Court.

### BRIDGEPORT

Eighteen members of the Bridgeport Police department have been elevated in rank since the establishment of captain, lieutenant and sergeant eligibility lists by the Civil Service commission, exactly one year ago today.

Two captains, seven lieutenants and nine sergeants have been promoted to those ranks since Aug. 29, 1947.

With one year remaining before the eligibility lists expire, 45 patrolmen who passed examinations are still on the waiting list for promotion to rank of sergeant, while three lieutenants are eligible for promotion to captaincies.

It is believed that there will be no promotions in the department until the personnel can be increased, and that won't be until several weeks after Sept. 25 when an examination for the position of patrolmen will take place at the Central High School.

The lieutenant eligibility list has been exhausted since Nov. 25, 1947, when all seven who passed exams were elevated and appointed by the Board of Police

Commissioners. The board has not yet requested the Civil Service commission to establish another lieutenants list.

The next member of the department eligible for promotion to captain is Lieut. John J. Moran, of 1151 Central Avenue, who at present is secretary to Supt. John A. Lyddy.

Patrolman Kenneth Smith, of 2867 Old Town road, on duty in a patrol car in the Third Precinct station, Black Rock, heads the list for promotion to sergeant.

The last promotion in the department occurred March 9, when Charles H. Clampett was made a captain, and George Kaleda was given the oath of sergeant.

By Pete Mastronardi

### NEW HAVEN

Walter McNamara, 35, Danbury, who told police "I get a urge to prowler around; it's a thrill for me," was arrested here on charges of trespassing, breach of peace and possessing burglary tools.

McNamara was picked up after an East Haven resident complained of a prowler. Detectives said he was carrying a long knife, a saw blade, a flashlight and a pair of kid gloves. He reportedly admitted breaking into several homes, using the saw blade to remove screens.

### EAST HAMPTON, CONN.

C. Taylor Hart of the Colchester barracks did his duty recently as he saw it. Officer Hart was directing traffic in front of St. Patrick's R. C. church when two boys came along in a car at a fast rate of speed.

After producing the necessary credentials, the boys were asked where they were going.

"New York," was the answer.

"Have you been to church yet?" was the question put by Officer Hart, and the boys answered, "no."

They were given an opportunity to appear in the local court or go to

## C I R C U M S P E C T O

church.

They accompanied Officer Hart into church, and then, following mass, continued to Brooklyn.

### BALTIMORE, MD.

Neighbors watched as a man dashed out the rear door of a police station, jumped a four-foot-fence, galloped across a lot, cleared another four-foot barrier, and disappeared.

They waited for pursuing officers to come shooting. But nothing happened. Police explained the man was a fugitive from his wife, not from them.

At last report police were not looking for him. But his wife was.

### MARBLEHEAD, MASS.

Police Chief Samuel A. Bradish reported a "most humiliating" theft to the board of selectmen.

The chief said that a radio and several typewriter ribbons had been stolen from the police station guard room two weeks ago.

They disappeared, the chief added, after sailors had been allowed to store their duffle bags there.

### HARTFORD

Because of the way he folded "the folding stuff," Acey Williams, 35-years-old Street Department employee, has been identified as the owner of \$45 found August 5 by an honest Italian youth who promptly turned the money over to police.

The money, two twenties and a five, was found at Main and Asylum streets by Paul Priamo, 17. He turned the money over to a nearby policeman, and during the past two weeks a number of persons have entered claims to the money.

Acey Williams came to the Detective Division and told his story. He had lost \$45 on August 7, but he thought he would never see it again, so he made no

effort to find it or advertise for it. After reading about Paul's "find," however, he decided that perhaps it was his \$45.

At police headquarters he told Deputy Chief Thomas J. Hickey the denomination of the bills he had lost. Chief Hickey showed him two twenties and a five, not the ones that had been lost, and said, "Is this it?"

"No, that isn't mine," said Acey. "I fold mine different." And he showed the chief how he folded his money, once the long way and then doubled over.

Chief Hickey then took Acey down to Chief Michael J. Godfrey, who had the lost money. It was evident from the creases in the bills that the money was Acey's.

For Paul Priamo, who came to this country from Polia, Catanzaro, Italy last year with his mother, Acey had a \$5 reward.

### YOUNGSTOWN, OHIO

Two "fish-carrying" suspects were behind bars, arrested in rapid-fire action by a patrolman who recovered \$1204 in loot before owners of a south side supermarket knew they had been robbed.

Patrolman Martin Krohn noticed an automobile parked illegally, approached the car and spotted a large moneybag in the lap of one of two men in the auto.

"I just carry fish in it," the man told Krohn.

The dubious patrolman searched the car, however, found several hundred dollars in the bag, in a handkerchief and under the seats. Krohn arrested the pair, and then delivered the recovered \$1204 to the startled owners.

### BRIDGEPORT

A Bridgeport radio policeman, answering an alarm of "a drunken brawl" on board the Port Jefferson ferry, Park City, was believed to have been forcibly held on the boat as it sailed from its Stratford Av. dock recently after a fel-

## C I R C U M S P E C T O

low officer barely jumped to safety.

Ptlmn. Harold Beardsworth, answering an anonymous phone complaint of "women screaming aboard the ship or on the dock," was somewhere in the middle of Long Island sound on ship at one o'clock in the morning.

Night Capt. Charles Clampett said he did not know if there was foul play but Beardsworth's fellow officer, unidentified, who leaped to the dock, reported some one on ship asked them, "What right have you cops got on board here?"

Capt. Clampett said he notified the coast guard and Long Island police to meet the ship when it arrives there.

"Our only hope is that Beardsworth isn't hurt or being held against his will," Clampett said.

A preliminary reconstruction of the incident indicated the officers boarded the ship just as it prepared to make its return across the sound.

### AYER, MASS.

There were two cars, five men in one, and five women in the other, and the State Police said they were speeding.

District Court Judge Lyman K. Clark fined the driver of the first car, Charles M. Fawcett of Somerville, \$5 for speeding in Pepperell.

When the driver of the second car came up for trial, Judge Clark found that the cases were related.

The driver of the second car was identified as Mrs. Fawcett, wife of the first driver. Her case was filed.

Her four passengers? The wives of the four men who were riding with her husband.

### KANSAS CITY

Patrolman Robert McGarvey stopped a motorist in an old automobile and started to give him a ticket because the car's rear window was cracked and dirty.

A car window that obscures vision carries a \$3 fine in Kansas City.

If I clean that window within two

minutes will you leave that ticket in your pad?" the driver asked. McGarvey agreed.

The motorist grabbed a crank and with two quick blows knocked the glass out of the window, then drove away.

### SALISBURY, MD.

Judge Carl L. Walter was no expert with the dice, but he won anyway.

Two men were brought before him for shooting craps in an alley. "Maybe I could even take your money some time, judge," one said.

The judge thought it over, rolled the dice on the bar.

"Four," shouted the accused.

No, said the judge. "Five dollars and costs. You lose."

### MAYBE MO AND JO JUST WENT NATIVE

Two of Col. Edward J. Hickey's tall, thin and erect state troopers have disappeared--perhaps kidnapped.

Capt. Leo J. Mulcahy of the state police discovered their absence when he was checking up after the Labor Day weekend. The missing troopers, known affectionately as Mo and Jo, the manikin brothers, had been stationed on the 10 curves of the New London Turnpike.

When Captain Mulcahy called the roll after the holiday ordeal, the tall, silent brothers didn't answer. Captain Mulcahy reported the delinquents to Commissioner Hickey who took a dim view of the matter and referred it to Capt. Ralph J. Buckley.

Captain Buckley, who also took a dim view, is, along with all members of the department, taking a sharp look around. They have several theories, but they figure that most likely they'll find Mo and Jo hiding out in the woods, where they originally came from.

Captain Mulcahy issued fair warning. "Those two life-size wooden manikins better come home before we put the blood hounds on their tracks."



## C I R C U M S P E C T O

### DETROIT

The Detroit Police Department ordered its patrolmen to stop whistling at women.

"From now on, the only time an officer whistles it will be to stop traffic," a police edict declared.

The order was passed down after girls working at a Michigan Bell Telephone Co. branch, across the street from a police station, complained that officers' whistling was frequently not in line of duty.

Comsr. Harry S. Toy ordered an inquiry.

One tight-lipped patrolman commented: "Whoever complained must not have been getting whistled at."

### STRATFORD

In a recent survey made by Police Chief William B. Nichols of 40 police departments throughout the state and in nearby Westchester county, N.Y., it was found that Stratford has the lowest number of policemen per 1,000 population of any city or town in the area.

The survey shows that Stratford has one policeman for every 1,200 persons while the average town or city in the area covered has one man per 600 to 700 persons. The survey indicates that two towns have one man for every 300 persons two have one man for each 400, five with one man for each 500, six with one man per 600, 11 with one man for each 700, three have one man per each 800, three have one man per 900, six have one for each 1,000 population and two have one for each 1,100.

The National Safety Council in a recent report on needs of the department based on activities of the department plus population trends said that five additional patrolmen were needed to bring the department to proper level.

In making the survey Chief Nichols also found that the pay of the department is slightly under that received in a majority of the 40 departments studied

and that of the group two cities and towns furnish uniforms for the men while 16 do not. Thirty of the communities do not pay a cost of living bonus but the report shows that in these instances the pay was boosted on the same ratio as the money provided in towns and cities giving bonus payments. Ten cities and towns give the bonus in addition to the regular salaries.

The survey shows that 21 cities and towns permit members of the department to do part time work on other than police jobs while 19 prohibit such practice. Of the 40 cities and towns 35 do not handle dog complaints but have a full time dog warden while five handle all dog complaints. Twenty-five of the communities have the ambulance in other than the police department and 15 follow the same procedure as in Stratford.

### MILFORD

Three promotions in the Police department and approval of a petition requesting a 15 percent wage increase effective with the start of the new fiscal year, Oct. 1 subject to sanction by the Town Council, were acted on by the Board of Police Commissioners Friday night, Noyes L. Hall, vice chairman, said recently.

Approved by the board were the promotions of Policemen Charles McAfee and Ernest I. Kelly from grade A patrolmen to detectives, and John O'Donnell, a special policeman since last year, to a grade D patrolman. Mr. O'Donnell will fill a vacancy to be created by the transfer of Policeman John Koch to the Public Works department.

Mr. Hall said the board will ask the Town Council to grant the 15 per cent wage boost, contained in a petition signed by members of the department. The board also approved a recommendation that the department's personnel be paid weekly instead of bi-monthly. This recommendation will be submitted to the Town Council, also, Mr. Hall said.

# Entre



# Nous

VOX-COP

September, 1948

## THE VOICE

There's one who works so patiently,--so  
Quiet and alone,  
While busy with the radio  
And with the telephone.

His calls must never go amiss;  
"Calling Car One-Three--  
Report to your headquarters, this is  
Station XYZ".

But when things get exciting, tense, and  
Something's bound to break,  
He must control his feelings thence, for  
Lives may be at stake.

He can't jump up and join the chase when  
Things are piping hot;  
The need is greater in his place--he  
Must not leave the spot.

Yet he must guide the movements of the  
Men who guard the law,  
And he must trace their every step as  
Though he heard and saw.

Their destinies rest in his hands--quite  
Safely, that I know;--  
Hats off to the Dispatcher on the short-  
wave radio!

---Frances Ellsworth Asher  
Colorado State Patrol

## A BUSY YEAR

Commissioner Hickey's annual report to the Governor indicated that the fiscal year just past was a busy one for the State Police force. Here are a few statistics the commissioner reported to the Governor:

During the year the department re-

ceived 15,971 complaints, made 3341 criminal arrests, 8008 motor vehicle arrests and issued 56,378 motor vehicle warnings.

A total of 22,834 sets of fingerprints were received and filed during the year making the total file of the department 70,673 sets of prints. The department's rogue's gallery of photographs of criminals increased to 26,732. At the end of the year 14,900 persons were listed as fugitives wanted in some part of the country and 15,500 were listed as missing persons.

Authorized strength of the department is: 300 men, 12 women and 10 resident officers. The department's equipment includes: 350 automobiles, 15 trucks, 23 trailers, three ambulances, two jeeps and 20 motorcycles.

The greatest need of the department now is a new barracks in Westbrook, the commissioner said.

Now the State rents a barracks building in Westbrook. The commissioner says that it is "inadequate" and in a "poor location."

Land for a new barracks has already been purchased on Route 80 in Killingworth and plans for a three-building headquarters have already been drawn. All that is missing is the money to start construction. The 1949 General Assembly will be asked to provide that. The plans are that three buildings will be built, a barracks a garage and a supply depot.

## POCKET COMPANY LIVES UP TO NAME

Among the firms notifying the secretary of our state this week that they plan to go out of business was this one in Danbury:

Wald Disappearing Pocket Company.

STATE SMALL GIRL  
SAFEST PERSON IN  
ENTIRE COUNTRY

Chicago, -- A little girl in Connecticut is the safest person in all the land, the National Safety Council last month stated.

She is much safer than people in Wyoming, for instance, or in California or Michigan or Texas or Nevada.

The Council explains it this way:

There were fewer fatal accidents in Connecticut in 1947 than in any other state in the union. Statistics prove that the 5 to 14 age bracket is safer than others. And little girls get into fewer accidents than boys.

That's why the Council awarded the nameless little girl in Connecticut its mythical safety title for 1948.

In its annual report, "Accident Facts," the Council said the fatal accident rate in 1947 was highest in Wyoming.

Home accidents claimed more lives in 1947 than any other type, the Council said. The accidents which most frequently resulted in deaths were in order: Motor vehicle, falls, burns, drownings, railroad, firearms, poisons and poison gases.

In the traffic division teen-age drivers had a fatal accident rate that was 89 per cent higher than the average rate for all other drivers. One out of five drivers involved in fatal accidents had been drinking.

H. J. HATCHER OF NORTH CAROLINA  
AWARDED MEDAL

Highway Patrol Commander H. J. Hatcher recently received a belated war medal awarded him by Queen Wilhelmina of the Netherlands.

In a letter accompanying the beautiful four-star medal, Col R. Roos, of the General Staff Corps of the Netherlands Embassy in Washington, wrote:

"I take great pleasure in forwarding to you the medal belonging to the deco-

ration of the Order of Orange Nassau, with Swords, degree of Officer, which decoration has been awarded to you by Her Majesty Queen Wilhelmina of the Netherlands, shortly after the end of World War II." -- AAMUA.

Vox-Cop extends congratulations to Colonel Hatcher.

KOSICKI NAMED TO MIDDLESEX POST

Assistant State Atty. Gen. Bernard A. Kosicki of Middletown was appointed state's attorney for Middlesex County. He succeeds Thomas C. Flood who died last month.

Notice of the appointment was filed by Judge John M. Comley of the Superior Court in the court clerk's office.

Mr. Kosicki held the position of assistant state attorney general from 1929 to 1935 and was reappointed to the office in 1945 upon his return from service in the Army in World War II.

He attended Middletown High School and received his B.A. degree at Wesleyan University in 1921. Following this he received an M. A. degree at Wesleyan and then attended George Washington University from which he was graduated with an L.L.B. in 1925. He was admitted to the bar in 1926 and opened a law office in Middletown in 1927.

During World War II Mr. Kosicki served with the armed forces and at present is the assistant chief of staff of the 43rd division, Connecticut National Guard, and holds the rank of lieutenant colonel.

TRUCK DRIVER LEARNS RADAR TRICK FROM  
COUPLE OF FORMER STATION C COPS;  
BELIEVES IN MAGIC EYE

A couple of State Policemen, formerly attached to Station C, pulled the radar trick one day on the driver of a too-fast truck--and where did that leave the speeding driver?

You've guessed it: in the middle.

The wearers of the Sombrero who worked the trick were Sergeant Harry Taylor, now chief of the Safety Patrol, Eastern Division, and the trusty, crusty--pie-crusty, that is,--Albert H. Kimball, once of East Main Street.

It happened near Durham.

Sergeant Taylor was standing by the roadside, and flagged down this big white truck. Speeding, the Sergeant said.

"Speeding, my Aunt Tabitha's left eyelash," protested the trucker. "How did you have the faintest indication that I was exceeding the speed limit established by the powers that be, in our State Capitol. You were just loafing by the road. You do not possess, I suspect, speedometer eyes."

"No," the officer patiently responded, "but radar does."

The sergeant explained that a radar post is set up by the highway side to check speeders, and the officer in charge watches the fast cars flash by--and signals ahead to his partner down the road a piece who leisurely, without any tire work on the Ford, puts out the hesitation sign.

"Oh, yeah?" said the driver, relapsing into his normal habit of speech, "I don't believe no such thing. Where'd state cops get radar. That belongs to the government, why'd the guvment let innocent truck drivers, trying to hustle a load into Boston on schedule get held up and lose 20 minutes outa whole hour. You gotta show me, bub--this ain't the Show of Wonders At No World's Fair. I'll go to court and prove no magic eye can tag me..."

Just then, Sergeant Taylor's radio in his car parked by the white truck sounded off. The speaker was Officer Kimball down at the radar post.

"...How about that big white truck?" Kimball asked. "Catch him?"

The truck driver's ears spread out a couple of feet. He looked at the Sergeant. He clapped his hands over his ears.

"Tag," he commented bitterly, "I'm it."

## "ESFRIT DE CORPS"

Reprinted from - Texas D P S Chaparral

We often hear tales of grandeur about other State Police Agencies surpassing our own organization. It always does a lot of good for a member of this Department to leave Texas and visit some of the other 47 states of the Union to see how they live. Being a 'homebody' - never getting out and looking around sometimes misleads us into believing that we in the Southwest are far behind all other such organizations.

Such is not the case. Just a peek at organizations similar to ours will convince the most skeptical that we are far ahead in most instances and at least measure up to the best police agencies in the United States.

Colonel Garrison, who travels a lot over the Nation has an opportunity to observe and to compare our organization with others. We have thought that perhaps - because he is head of our organization - he might be a little braggadocious in his claims. But having recently had an opportunity to observe some of them, we heartily agree with him in his statement that this is the best organization of its kind in the world.

We have an esprit de corps which cannot be matched. The men and women in this department join us because they are interested in the work. They stay - not because of the pay--but because they are doing a service to mankind and for the citizens of this State. It is inspiring to see the spirit of cooperation exemplified by members of the department during an emergency. Everyone is, of course, expected during an emergency to do more than regular duties, but the men and women of this organization go far beyond that. They are to be congratulated for their fine spirit and hard work!

Texas is one of the few if not the only State in the Union which has made any great progress in compliance with the points set forth during the President's Safety Conference. The last session of the Legislature passed Act V, of

the Uniform Traffic Code, which has not been done by any other State, according to the best information I have been able to obtain. We may be wrong, and if so, we will probably hear about it. Some States passed the Uniform Traffic Code in 1927, however, they have not brought the Code up to date.

In speaking of the men and women of the department, and their esprit de corps, you may be sure the Administrative Heads of the Department appreciate the many letters of congratulations we receive concerning the good work and the courtesy shown the violator, and the people in trouble - whether it be finding a lost child or fixing a flat on the highway.

It is always disappointing on the other hand to receive a letter from a citizen or a visitor complaining about misconduct of any member of the department, especially when a member of the department fails to be courteous to the complainant.

The men and women of this department have been taught and told repeatedly that courtesy is the best 'soothing balm' for any case of jagged nerves. Nothing will do the job like a pleasant smile and a kind word. We know that with trying circumstances, after working long hours, that you are tired and that you realize you are underpaid, maybe you have a sick wife or child at home, and you feel that, after all, the other fellow should be courteous to you. But it won't work that way.

In the first place, we as officers - as Colonel Garrison has told you many times, are in a negative position and have to be the ones to show courtesy first to those we are handling. That is what this organization was built on - the motto - Courtesy, Service and Protection. Whenever you forget it, then you are lowering the standards of the organization in the eyes of the public.

Certainly the Administrative Heads realize that the more men working for the department, the more complaints they are going to receive. However, they also realize that the number of complaints can be minimized by the use of good public relations. Public rela-

tions doesn't mean a high-powered, high-salaried executive to direct the activities, but it means every day commonsense in doing your daily work.

Another thing which may create a bad impression before the public is sky-larking, joking or kidding among the members of this department or between members of this department and local officials. It generally ends up by someone showing a display of temper. This is not good as far as the general public is concerned.

Joking is fine and it does a lot to keep up the spirit among a group of hard working officers, but one of the greatest handicaps to this form of relaxation is that, when carried too far it may become a serious matter. It is kind of like sky-larking or trying to slap one another's hat or cap off, it will gradually work into something both sides will regret.

The public looks to us as a group of serious minded individuals who are protecting their lives and property, and certainly that is just what we are. We are men and women who are able to shoulder that responsibility and to live up to the trust placed in us by the citizens of this State.

Always remember that when you take the oath to become a law enforcement officer, that you sacrifice a great many privileges which you had as a private citizen. Also, bear in mind that you aren't only working for the Department of Public Safety and the State of Texas, but that your actual employers are the CITIZENS OF THIS GREAT STATE.---Old Sage

The largest county in Texas, Brewster County is as large as any one of the States. Comprising 6,226 square miles, it is more than five times as large as the State of Rhode Island. Colonel Homer Garrison, State Director of Public Safety delights in SPINNING yarns about the comparison of Texas and Rhode Island. One in particular - "My friend, one of our truck and trailer outfits traveling through Rhode Island was tagged with the tail light out on the Connecticut line and one headlight out on the Massachusetts line."

CAN LIE DETECTOR LIE?

Alger Hiss, former state department official, has refused for the time being to submit to lie detector tests to determine whether he or his accuser, Whittaker Chambers is telling the truth about Hiss' alleged involvement in a Communist spy ring.

The mechanical lie detector now in widest use is the Keeler "Polygraph," perfected by Leonard Keeler of Chicago. This device records the subject's respiration, blood pressure, pulse and certain responses during the questioning. If the subject answers a question untruthfully there is supposed to be an immediate reaction in these physical responses, which show up on the electrical recorder, says Editorial Research Reports in the Milwaukee Journal.

Although the lie detector is still being improved, Keeler has stated that he considers it 82 per cent accurate. The scientific crime detection laboratory of the Chicago police department, which has made exhaustive experiments with the detector, acknowledges a margin of probable error of only 5 per cent. It has found, however, that the results of about 20 per cent of its tests are inconclusive. In the cases in which lie detector results have been proved erroneous the error has been in overrating the subject's truthfulness, rather than underrating it.

The lie detector has been developed through the experiments of a number of men over the last 50 years. The first formal report on the possibility of lie detection through physical response measurement was made by an Italian, Cesare Lombroso, in a book on blood pressure published in 1895. Subsequent studies extended Lombroso's findings and by World War I a definite system of lie detection had been worked out by W. M. Marston, an American.

The lie detector is now widely used in police work, but the courts have been slow to accept its findings. One of its principal values to date has been to induce voluntary confessions. Confronted by the evidence of the lie detector,

hardened criminals have frequently admitted the truth. Such confessions have withstood challenge in court, provided submission to the lie detector test was voluntary.

The courts have consistently refused to accept lie detector results alone, except in a few cases where both parties to a dispute have agreed in advance to a test and to the admission of the results as evidence. In general, the position taken by legal authorities has been that the lie detector though useful in criminal investigations, has not yet gained such standing and scientific recognition as would justify the courts in admitting expert testimony deduced from the results obtained with present equipment.

One of the purposes of subjecting Hiss and Chambers to a lie detector test would be to determine whether either was guilty of perjury in previous testimony before the congressional committee. So far as is known, this use of the lie detector would be without precedent. It appears doubtful that lie detector evidence would be accepted by any courts as evidence of perjury in the absence of corroboratory evidence.

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DEFENDANT WINS CASE ACTING AS OWN LAWYER

Worcester, Mass., -- A defendant in a criminal case acted as his own lawyer recently in Superior Court, and won.

He was Charles J. Siwek, 27, of Webster, charged with breaking into the home of John Lachert, in Webster, June 27, with intent to commit larceny. A government witness said he saw Siwek inside. Siwek denied it. He was merely pounding on the door when the witness appeared he said.

Judge James C. Donnelly gave the jury the case, and 40 minutes later, they returned with their verdict. "Not guilty."

Editor's Note: "Justice while she winks at crimes, stumbles on innocence sometimes."

RAPPORT ADVOCATES CONTROLS,  
SYSTEMS TO MAKE THEFTS MORE DIFFICULT

It is impossible to prevent people from stealing money from banks, State Bank Commissioner Richard Rapport said in his report to Governor Shannon.

The commissioner however, added that it is possible to set up controls and systems to make it more difficult for people to steal from banks and to make it easier to catch them if they do steal. Along this line, Mr. Rapport said he is going to ask the 1949 Legislature to rewrite a law that requires banks to have annual audits made by persons not employed in the banks.

Calls Law 'Ambiguous'

"The present law is ambiguous," Mr. Rapport said. It should be clearer, more precise and set definite standards for such independent audits, he added.

The greatest responsibility for preventing embezzling is on the banks themselves, the commissioner said. "It is not the duty of the bank supervisory force, state or federal, to catch crooks," he added. "Our function is to see that the law as it applies to banks is observed, that banks are solvent, and that their management and operating policies are sound."

Reporting to Governor Shannon Tuesday on last year's operation of his office, Commissioner Rapport noted that during the period two large embezzlements occurred. One of these was in Bristol and the other in New Britain.

The Commissioner suggested that the banks look to their own systems of audit and control to prevent any further cases.

The commissioner said that embezzlement from banks is a pretty "steady thing." He noted that about one a week ranging from small amounts to large ones is reported in banking circles throughout the country.

The experts, he said, figure that right now there is about \$10,000,000 missing from the nation's banks that has not yet been discovered. Most embezzlers, he said, get away with it for

several years before they are discovered.

"The \$10,000,000 however is a comparatively small amount," he said, "when you figure how much money is handled by all of the country's banks and how many employees work in banks."

'Cases Extremely Rare'

"It should be stated at once", the commissioner said, "that the great majority of bank employees are honest people, but there are a few whose weakness of character induces them to succumb either to temptation or to the pressure of family troubles. Such cases are extremely rare when one considers the variety of transactions that pour through our banks."

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Suspicion truck drivers and other motorists were using Route 80 which runs parallel to Route 1, to avoid State police drive on speeding and failure to dim lights, proved unfounded when we checked with Lt. Carroll Shaw of Westbrook barracks. Shaw said truck drivers, with exception of light delivery vehicles, avoided route, which they dubbed "Burma Road," long, lonely, dark stretch without diners or other stop-over places. With exception also of hardy motorists, few passenger car operators care to travel bleak highway at night.

State Police Officer Clayton Gaiser, one of bloodhound experts stationed at Bethany Barracks, now president of North Main Street School PTA in Wallingford. Youngsters will be afraid to play "hockey," fearful new PTA head will trail them with bloodhounds.

---New Haven Clarion

INSTRUCTION INCOMPLETE

When they pulled the motorist out of a wrecked car he explained, "I taught my girl how to drive this car, but I forgot to show her how to aim it."

# FIRE PREVENTION

VOX-COP

September, 1948

## PASTORE MADE DEPUTY STATE FIRE MARSHAL

State Police Lieutenant Adolph Pastore of the Special Service Division was appointed August 19, deputy state fire marshal by Commissioner Edward J. Hickey.

He succeeds the late Lieutenant Frank A. Starkel, who was fatally injured in a blasting accident at a Newington quarry July 19.

Lieutenant Pastore has been a member of the State Police since March 3, 1930. He served at the Hartford station until December 1, 1941, when he was appointed a detective in the Special Service Division. The following year he became a sergeant, and in July 1945, a detective sergeant. He attained the rank of lieutenant June 17, 1947.

In 1945 Lieutenant Pastore attended courses in legal medicine at Harvard University, and has taken other courses conducted by various agencies in connection with criminal investigation matters.

As the new deputy state fire marshal, he is subject to the direct supervision of Commissioner Hickey, and holds all the authority conferred upon the commissioner as State Fire Marshal.

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## FOR SAFETY'S SAKE

When your house gets struck by lightning and a fire starts, it isn't your fault. But you are guilty of contributory negligence if you have permitted an accumulation of inflammable stuff to collect in either cellar or attic. Fire Chief Henry G. Thomas lists this as one of the big headaches with which his department must contend.

To make Hartford nearly as fire-free as it has been death-free from traffic accidents, Chief Thomas suggests four simple things that would help a lot. Clean up your attics and basements. Check and clean your furnace and stoves now. Examine your electrical equipment

and make sure it has no defects. Learn the location of your nearest fire-alarm box.---Hartford Courant

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## FIRE PREVENTION WEEK SET

The seven days beginning Oct. 3 were proclaimed as Fire Prevention Week by President Truman.

Citing the annual fire toll of thousands of deaths and disabilities and the alarming increases in destruction of natural and created resources, estimated to reach \$750,000,000 this year, the President urged that, "as a nation and as individual citizens, we dedicate ourselves during that week to waging a year 'round campaign against the menace of fire."

He invited state and local governments and organizations and the press, radio and motion-picture industry to cooperate and directed appropriate Federal agencies "to assist in every feasible way in making the public aware of the grave need for concerted fire-prevention activities."

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## FIRE FIGHTERS

7,000 seasonal workers were added to the 1,200 permanent forest service employees for the summer to guard 179 million acres of national forests against the 175,000 fires that destroy three to five per cent of wooded areas in the U. S. each year.

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## SPARING THE FIREMEN

New York -- A new fire alarm system, designed to ease the strain on the jangled nerves of city firemen, goes into effect this month.

Formerly, every alarm--an average of 250 a day--sounded in every firehouse,



## FIRE PREVENTION

with the firebell clanging an average of 80 times for each alarm.

This clanging, the department said, has been a "decided factor in the high rate of cardiac and hypertension cases among firemen."

A new selective transmission hook-up to be used only at night until tested, will restrict firebell ringing to stations in the zone where a fire is reported.

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### 2088 FIRES REPORTED TO STATE POLICE

During the year that ended on June 30 a total of 2088 fires causing damage amounting to \$5,691,794.82 were reported to the State Police Department, Commissioner Edward J. Hickey reported to Governor Shannon last month.

These fires were reported to the department and investigated by the State Fire Marshal's division.

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### W. T. HICKEY HEADS FIRE PREVENTION WEEK PROGRAM

William T. Hickey of the Travelers Fire Insurance Company is in charge of arrangements for Fire Prevention Week in Hartford which begins October 3.

Mr. Hickey's appointment by John Ashmead, chairman of the Hartford Chamber of Commerce Fire Prevention Committee was announced recently.

Mr. Hickey has been active for several years in the field of fire prevention. An insurance man 41 years, he now heads the Fire and Marine departments of the Hartford Branch Office of Travelers Fire.

For many years he has been active in the Northeastern Fire Conference and the Connecticut Field Club, an organization of fire insurance representatives. Since 1928 he has conducted lectures throughout the state on fire prevention, speaking before service clubs and organizations of fire and insurance officials.

He has been with the Travelers since it entered the field of fire insurance in 1925. He previously worked with the Hartford Fire Insurance Company.

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### PRESIDENTIAL PROCLAMATION

Designating the week of October 3 to 9, 1948, as Fire Prevention Week, President Truman urged that we dedicate ourselves during that week to waging a year-round campaign against the menace of fire. His official proclamation follows:

#### A Proclamation

Whereas each year preventable fires claim the lives of thousands of the men, women, and children of this Nation and cause permanent disability to many thousands more; and

Whereas the destruction by fire of our natural and created resources has increased so alarmingly throughout the years that it threatens to cost our people three quarters of a billion dollars in the year 1948; and

Whereas this problem, with its social and economic implications for the future of our Nation, demands the active interest of every citizen; and

Whereas, following the recommendations emanating from the President's Conference on Fire Prevention, held at Washington in May 1947, most of our States and many of our municipalities have organized and established facilities for more effective protection against this devastation:

Now, therefore, I, Harry S. Truman, President of the United States of America, do hereby designate the week beginning October 3, 1948, as Fire Prevention Week.

I earnestly request that, as a Nation and as individual citizens, we dedicate ourselves during that week to waging a year-round campaign against the menace of fire. I invite the State and local governments, the Chamber of Commerce of the United States, the National Fire

## FIRE PREVENTION

Waste Council, the American National Red Cross, business and labor organizations, churches and schools, civic groups, and agencies of the press, the radio, the motion-picture industry to cooperate fully in the observance of Fire Prevention Week. I also direct the appropriate agencies of the Federal Government to assist in every feasible way in making the public aware of the grave need for concerted fire-prevention activities.

In Witness Whereof, I have hereunto set my hand and caused the Seal of the United States of America to be affixed.

Done in the City of Washington this Fifth day of August in the year of our Lord nineteen hundred and forty-eight, and of the Independence of the United States of America the one hundred and seventy-third.

Harry S. Truman

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### NORTHEASTERN CONFERENCE

A Northeastern Fire Protection Conference -- NFPA Regional Meeting will be held in Hartford, Conn., on October 28-29, with sessions in the Aetna Life Insurance Company building. The Hartford committee is making plans for accommodating a large attendance from the Northeastern states. John Ashmead is Chairman of the Hartford committee. Chief Henry Thomas of the Hartford Fire Department and other Hartford members are actively cooperating.

This meeting will be open to all NFPA members in the Northeastern area.

The first day will feature a number of interesting addresses and panel discussions on fire problems of interest to fire departments and others. The panel discussions will include fire department problems, fire safety education, the organization of successful municipal fire prevention campaigns, and other important subjects.

The second day will be primarily devoted to technical subjects with prominent speakers on technical developments in fire waste control, progress

in research on fire protection, and in the afternoon session a series of committee conferences at which committee officers will outline current developments in their respective fields, discuss fundamental factors and proposals under consideration for new standards or changes in existing standards. Those present will then have opportunity to make suggestions for committee consideration or ask questions concerning any matters in the field under discussion.

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### NOVEL FIRE ALARM

An invention which might quickly pay for its installation in some neighborhoods of large cities by saving useless journeys to answer false alarms is reported from Australia.

In the streets of Adelaide, South Australia, a new type of fire-alarm has been introduced. It is known as the "Talk-alarm."

When the glass of the alarm is broken by a member of the public, he presses a button; he is then put immediately in touch with a fireman to whom he can indicate where the fire is and whether it is serious.

If a mischievous person presses the button and runs away without speaking, the fireman can amplify his voice so that it can be heard fifty yards away from the alarm-box and help to arrest the annoying hoaxer.

---Police and Fire Bulletin

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### DID NOT LIKE THE "SARGE"

In Manhattan, Jesse Blades, in happy retirement after 20 years as a cop, saw a police signal box, obeyed his impulse, got a court reprimand for shouting "vile and abusive language" into it.

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There are more than 18,000 motion picture theatres in the United States.

# Pertinent & Otherwise

VOX-COP

September, 1948

## STATE BUDGET

The state's budget for the two years starting July 1, 1949, is now in process of compilation. Forecasts concerning it make gloomy reading for the taxpayers. There are many reasons for the prediction that the budget will be a whopper--perhaps the biggest Connecticut has ever known.

Connecticut cannot afford to take on nonessential fads and frills in its departments of government. It cannot afford to be carelessly lavish in pouring out the money of its citizens. Those citizens are being taxed more heavily in their own communities. They are being taxed by the Federal government. And their other living costs are still rising.

It's time to call for a return of the old principles of thrift which earned Connecticut its reputation as a shrewd and provident state.

Meriden Daily Journal

(J.S.F. Business Manager, contributor -- "Enuff Sed".)

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DECLARES ALL POLICEMEN ARE 'YELLOW';  
BACKS DOWN WHEN ONE HEARS BOAST

John Blotsky, 32, of 24 Coit Street, New London has tested the mettle of the police department before. His record goes back to 1933. Therefore, he should be well acquainted with the fact that police officers do not like to have their courage questioned.

Standing at the bar in a Golden St. restaurant recently Blotsky, according to Patrolman Herbert Moran, was telling those within his hearing that all policemen were no good. In fact, all of them are "yellow" and there wasn't one of them big enough to take him, Blotsky is reported to have asserted.

Moran happened to be standing in the doorway and overheard the tirade. Walking up to Blotsky, who is an ex-convict, Moran placed him under arrest for breach

of the peace. Blotsky failed to make good his boast as Moran had no trouble taking him from the restaurant and placing him in a cell at police headquarters.

Presented before Deputy Judge Foster K. Sistare in police court Blotsky pleaded guilty and was fined \$20. His excuse: he was drinking and couldn't remember what he said.

(Defeat isn't bitter if you don't swallow it)

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JOHN M. BAILEY'S OFFICE  
ROBBED OF \$800 CASH

More than \$12,000 in cash, war bonds and bank books were stolen during the night from the Hartford office of State Democratic Chairman John M. Bailey recently.

Thieves broke into the office forced desk drawers and took \$800 in cash, \$10,025 in war bonds and bank books with amounts totaling \$2100. Mr Bailey shares offices at 750 Main Street with State Senator Alfred F. Wechsler and Joseph J. Fauliso.

(Not being in Politics -- no comment)

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LAWYERS WILL GET CHANCE  
TO EXPRESS OPINION ON JUDGES

Connecticut lawyers are going to get a chance to express their opinion, anonymously, about 11 judges whose terms expire next year.

The State Bar Association announced recently that questionnaires had been sent to more than 2500 attorneys in the state who have until September 20 to reply.

Among the opinions sought is the fitness of each of the judges for reappointment.

(Wow!! Will it be fit to print?)

REMEMBER THESE?

Q. What is the origin of passing on the right in this country?

A. Early teamsters rode the left rear horses of their four to 8 horse teams so that their right or whip hand would be free to reach all of the horses. They therefore, passed on the right to see that they did not collide with other vehicles.

Q. Is the Royal Canadian Mounted Police a federal or state organization?

A. It is primarily a federal force but may be called upon by the provinces to enforce local laws. The Royal Canadian Mounted Police has been described as the most extraordinary police force in the world. Where it has exclusive jurisdiction the crime rate is exceptionally low.

Q. How did the custom of lighting the headlights on automobiles in a funeral procession originate?

A. It originated years ago in a general discussion by the members of the National Selective Morticians, an organization of funeral directors. Any number of suggestions came up at this meeting, such as signs to be carried and pennants on cars, but the final decision was that the lights be used on all cars in the procession. While generally used in many large cities and towns, it is not a national custom. However, some large cities such as Washington, D.C., provide for it in their traffic regulations.

Q. Why is it customary to have 12 jurors on a jury?

A. An interesting theory with respect to the selection of the number of twelve was advanced in 1682 by Lord Summers and corroborated by Lord Coke. This theory recognizing that the purpose of the jury was to ascertain the truth, recorded the fact that the twelve major prophets of the Bible once foretold the

truth; the twelve Apostles preached the truth; representatives of the twelve tribes of Israel were sent to Canaan to investigate and discover the truth, and the Holy City, New Jerusalem, was founded upon twelve stones of truth.

(In Connecticut at present, provision has been made for two extra jurors in case of illness, etc. Hope that doesn't mean we Connecticut Yankees are trying to increase the number of Apostles.)

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BENES WAS GUARDED ON VISIT HERE

Many state and local policemen guarded the activities of Dr. Eduard Benes when he visited Hartford with Mrs. Benes June 19, 1939 to speak at Trinity College commencement exercises and receive an honorary degree.

Extraordinary precautions were taken to safeguard the Czechoslovakian statesman at that time in view of the uncovering in Prague several days before of what was believed to have been a plot to assassinate him.

The plot, according to news stories at that time, was to send a man from Europe to the United States to take Dr. Benes's life. It was hatched both to weaken Czech standing in the United States and to remove an important opponent to the Nazi regime.

Dr. Benes, late in 1938, had resigned as president of the Czecho-Slovak republic after it was reduced in size by the Munich settlement. He was in the United States lecturing at the University of Chicago.

A squad of six state policemen on motorcycles and three state police cars escorted Dr. Benes from the Massachusetts state line to Hartford on the day of his appearance here. The police carried sawed-off shotguns to insure his safety.

(Good thing for the cops no "Reds" put in an appearance. We're thinking too--about the sawed-off guns!!)

# OFFICER QUILP

EX-102

QUILP! GO TO THE RUM JUG ON ROUTE 19 AT ONCE - A GANG FIGHT! - TAKE OFFICER BLURP WITH YOU!



I LOVE THIS QUIET COUNTRYSIDE. IT REMINDS ME SO MUCH OF THOREAU'S WALDEN.



QUILP ON RADIO

SEND ME SOME HELP! I CAN'T TAKE ALL THESE GUYS ALONE.



!?!  
I'M SORRY OFFICER QUILP, I WAS OBLIGED TO USE FORCE.



SERGEANT, CANCEL REQUEST FOR HELP. I HAVE THINGS UNDER CONTROL!



# STYLES IN CRIME

VOX-COP

September, 1948

## MURDER ME, PLEASE

They found Herbert J. Kindred in an isolated country lane near Florence, Kans., on Aug. 18. He had been lying there dead for two days. Four bullets from a foreign-make .32 caliber were lodged in his body--one in the head, two in the chest, and one in the right upper arm.

In life a slightly built, gray-haired man of 60, Kindred had always seemed to his Emporia neighbors a model husband and father, an honest businessman, and a pillar of the First Congregational Church. As president and treasurer of the City Loan Co., he arrived early at the office and worked late. Some Sundays he could be found busily laboring over the books. The only thing that could get him out was a visit from his 11-year-old son Lynn, who liked to go bowling.

That this exemplary citizen should meet his death in a country back road was strange enough. But when William Gayer, a 29-year-old truck driver, was arrested because he had driven Kindred's car on the night of the murder, he told a story that was considerably more bizarre. According to Gayer, Kindred had driven him to the scene of the crime and offered him \$1000. in payment for being killed. Gayer refused. Then Kindred made a telephone call, and the two men rode off to Wichita. There, the loan-company executive got into a "black 1942 Buick" with a "blond man" and drove away first ordering Gayer to drive his car to Joplin, Mo.

The Reason: The rest of the case appeared simple to Kansas State Police, Kindred held about \$200,000 in insurance policies, many of which would have been forfeit if he ended his life by his own hand. An investigation into his personal finances and those of his loan company revealed that he had been borrowing heavily and steadily, and that to cover these loans he had assigned most of his policies to creditors. The books Kindred had so zealously kept showed that

the company he headed was left with \$14.61 in its bank account and cash assets of less than \$100. As the City Finance Co., applied for a receivership, one of its vice presidents, H. C. Davis, estimated that losses to creditors might run as high as \$750,000.

Last week, as Felix B. Ross, former president of the Kansas Chamber of Commerce, took over as receiver of Kindred's now-defunct company, the mystery surrounding the murder-suicide took a still stranger twist when Gayer stolidly called in police officers to propose a deal. "I'm going to get some time out of this anyway," he said, "and I'll confess to killing him if you won't hang me. But I didn't do it."

---Newsweek

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## MAN CONVICTED BY OWN WALLET

Robert John Parker, 31, was convicted in criminal court in Indianapolis, Indiana, June 16, on evidence which police said he had supplied inadvertently.

Officers said Parker had turned over his own billfold to a hold-up victim and then was arrested three days later when he went to Police Headquarters to claim the wallet.

This was the story as told to the court:

William Walden was held up the night of March 7 near his home here. He surrendered his bill fold containing \$90, but asked the robber to keep the money and return the billfold containing some valuable papers. The robber obliged, but handed back his own billfold by mistake.

Walden turned the billfold over to police and they waited. Eventually Parker came to Police Headquarters, reported he had been robbed, and asked police help in a search for his wallet. He then was taken into custody and charged with robbing Walden.

Police said the billfold contained Parker's picture and membership cards in

several Negro clubs.

Although Parker denied the robbery he was convicted on the testimony of Walden and police and was sentenced to serve 10 to 25 years in prison. -- On Guard

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STOLEN TRUCK DRIVEN INTO ARMS  
OF 150 POLICE

If a mouse blundered into a convention of cats, it wouldn't be any more surprising than what happened in Kentucky recently.

Oscar Profitt, 29, Henderson, accused of stealing a truck in Evansville, Ind., drove up in front of the Soaper Hotel here just as 150 police officers and sheriffs adjourned the morning session of the Kentucky Peace Officers' Association.

News of the theft had reached Henderson officers in the meeting just a split second earlier. They arrested Profitt--with an enthusiastic gallery--on a charge of violating the Dyer Act by interstate transportation of a stolen motor vehicle. He was taken to Evansville.

On Guard - Kentucky Peace Officers  
Magazine

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COLLEGE ROBBED OF \$9,900 PAYROLL

New York, Two robbers held up the bursar's office at teachers college, Columbia University, and made off with a \$9,900 payroll in 30 seconds.

The men had appeared at the office an hour earlier and politely asked for "Mary." Nobody by that name works in the office.

They reappeared, pistols in hand, two minutes after an armored car delivered the payroll.

With a wave of his pistol one man advised the 26 employes present; "This is a stickup." The pair then quickly scooped up the payroll and fled.

(No doubt a new experience for

collegians -- cash on hand in an amount to attract bandits.--Ed.)

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ELDRED ADMITS HE MADE UP STORY  
OF RAZOR ATTACK

New Britain -- E. Vincent Eldred, 27-year-old ballplayer for a Hartford Twilight League team, has admitted that his story of an attempted "fix" and razor attack was a hoax, Detective Walter Kulak said.

After repeated questioning, Eldred said he made up the story to gain publicity in the hope of getting more money as a ballplayer.

He had previously told police that three men approached him and asked him to "play ball" with them. He received a telegram Friday, warning him to stay away from the stadium. Sunday he told how three men entered his home and cut his cheek with a razor.

Eldred admitted he had sent the telegram to himself and that the cheek wounds were self-inflicted.

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OLD AND NEW LOOKS HELP WOMAN  
PASS BAD CHECKS IN ENFIELD

Enfield, -- A woman who, police claim used both the new look and the old look to make any description of her confusing has been arrested on a charge of passing fraudulent checks on merchants here.

As a result of investigation by Detective John Zekas of the State Police and Officer George Fleming of the local force the woman and a man who allegedly worked with her are charged with passing 10 such checks in town early this year.

The woman gave her name as Margaret Deeley. The man as John Cooley. Both were charged with obtaining money under false pretenses. The woman also with issuing fraudulent checks and Cooley with forgery.

According to Captain Leo F. Carroll of the State Police, investigation of the case occupied Detective Zekas for

several weeks. During that time he followed leads which took him into surrounding states tracing the couple but always they managed to keep a few jumps ahead.

Recently Zekas learned that a couple had been picked up for check passing in New Canaan. He obtained specimens of their handwriting. With the aid of Frank Santora, State Police consultant on questioned signatures and documents, he tied them in with the Enfield case.

Captain Carroll reports the method used by the couple consisted in finding in a telephone directory a telephone listed in a woman's name. They prepared a check, made out to that name, then endorsed it with that name. To cash the check, the woman made a purchase in a drug store or women's store. If her identity was questioned she told the clerk or merchant that he could "check with the phone book."

While they operated in a town, the woman frequently changed her hair-do, her street wear and wore short skirts one time and long skirts on other occasions.

"She used the new look and the old look, but rarely looked the same," the captain quoted Detective Zekas as declaring.

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#### RUSTLERS RIDE AGAIN IN NEW YORK STATE

Jamestown, N.Y. The Chautauqua County sheriff's department wishes meat prices would drop back to normal--to stop the cattle rustling in this area.

For the third time this summer, sheriff deputies arrested a man over the weekend for stealing a heifer from a county farm. The man, Frank Lindstrom, 22, of Sugar Grove, Pa., was ordered held for the grand jury on a second degree grand larceny charge.

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#### BORROWED MONEY JUDICIOUSLY USED?

It is not always wise and necessary

to make inquiries regarding the use of money to be loaned on a note, on a mortgage on real estate or chattels or on other collateral. Nearly all loans are repaid on demand or when due, and this means that most borrowers use borrowed money judiciously. Year after year, however, a percentage of loans demonstrates the wisdom of an inquiry when the eventual use of the loan is neither apparent nor self-evident.

Not so long ago a business proposition loomed large in a city in Texas. A father and son, Nathan Blue, Jr., became interested in the purchase for quick resale of surplus motor vehicles in a quantity lot.

The man through whom the Blues became interested in this proposition had closed similar deals for other people. This fellow, Max Marlin, had a boot shop in town and was described as a forceful character, aggressive and a go-getter. He told them of what he had done for others and what he could do for them. The Blues had known him for some years, and recognizing the value of experience in business, they decided to avail themselves of his services.

Accordingly, the Blues went to their bank and arranged for a loan running into five figures. The bank officers who approved the loan did not know, and Mr. Blue did not tell them, that Marlin was in on the deal. They issued a cashier's check for the full amount payable to the younger Blue who had planned to attend the sale.

In the city where the sale of surplus motor vehicles was to take place, young Blue cashed the check and turned over the money to Marlin. Marlin had previously led Blue, Jr., to believe that at sales of this kind certain connections must be made to facilitate purchase at a favorable figure and to arrange for prompt transfer of the property and title thereto. Young Blue remained at a hotel while Marlin, the money in his pocket, went to close the deal.

At the hotel, Blue, Jr., waited patiently. Hours passed, the sale had closed for the day, more hours passed



but Marlin did not return. Blue, Sr. remained at home awaiting good news, but when his son reported early the next morning, the father told him to come back home. At Marlin's place of business it was learned that he had returned and with his partner, Earl Chipman, packed the contents of their boot shop and during the night left for parts unknown.

At this point, the secretary of the Texas Bankers Association, on behalf of the bank's membership, authorized the William J. Burns International Detective Agency, Inc., to undertake an investigation and make every effort to locate Max Marlin and cause his arrest.

Promptly at the request of the local district attorney, a warrant was issued for the arrest of Marlin. That warrant served as authority to all law enforcement officers to arrest him on sight. It also added weight to any request for information and cooperation which could lead to clues to the route of escape taken by Marlin and any covering strategy he might employ.

From there on out, events moved swiftly. Pertinent information was assembled, including physical descriptions of Max Marlin, his wife, June, and business partner, Earl Chipman, also the license numbers and descriptions of cars in which they left Texas. With advice that a warrant was issued and the place at which it was filed, this information was quickly broadcast among law enforcement authorities and through facilities developed by and available to a detective agency national in scope.

Burns investigators gathered other information and more was received from the sources solicited. It was learned that Marlin had served time in New Mexico State Penitentiary on a conviction in connection with worthless checks. After serving about nine months, he was paroled and a year later succeeded in having his citizenship restored.

One of the cars in the possession of this trio was purchased in a woman's name from a dealer in Arizona and more than \$1,000 was still due on the purchase price. Application for license

was written in the name of Mrs. Max Marlin.

The names of two other victims of Marlin were reported, one of whom entrusted to him \$3,000 on the promise of a goodly share in the purchase and profitable sale of surplus motor vehicles. However, both victims were removed as witnesses, one by an untimely death and the other by alleged suicide which was indicated in a note left by the deceased.

Information circulated among law enforcement officers brought early returns. A report was received from Nevada that two city policemen in their patrol car spotted one of the cars described. They picked up the occupant, who proved to be the boot shop partner, Earl Chipman. After he was apprised of the seriousness of his predicament, he readily told all but could not or would not tell the eventual destination of Marlin.

The decisive break as to the location and arrest of Marlin was developed from an unexpected telegram sent by a distant relative in California which read: "Call me at number        if coming." Presumably, Marlin had written his intention of visiting his distant relative but failed to make the date sufficiently definite and the anxious host unknowingly burned up Marlin's plan for a safe and snug hide-away in a pleasant California town. Perplexed and bewildered as to how he apparently was betrayed into the hands of police, Marlin was taken into custody and after extradition proceedings, was returned from California to Texas for prosecution.

Marlin was indicted on one charge in connection with his various swindles, tried, convicted and sentenced to serve five years in the Texas State Penitentiary. Indictments on two more charges were sought and convictions on one or both of them should keep this criminal safely apart from banks for many more years to come.

(For obvious reasons, all names of persons in this article are fictitious.

---American Bankers Association  
Protective Bulletin

# IN MEMORIAM

VOX-COP

September, 1948

## THOMAS C. FLOOD

Thomas C. Flood, 61, highly respected member of the bar, state's attorney for Middlesex county, judge of probate in Portland, and for years one of the state's leading citizens, died recently after a long illness.

A native of Middletown and an alumnus of the Portland High School, Wesleyan University (B. A. in 1910) and Yale University (LL. B. in 1913), Judge Flood began his career "in the law" in Portland in 1913, and in the same year was elected to the office of judge of probate, which he held until his death. He served as referee in bankruptcy from 1927 to 1940, and in 1941 was appointed state's attorney to fill the unexpired term of the late Bertrand E. Spencer. Along the way he served his town, county and state in various capacities, to each of which he gave the full measure of his energies and recognized ability.

The judge was a reverent churchman, a devoted husband and father, and the kind of a person whose friendship many sought. He found the time in the course of his busy years to become identified prominently with the Knights of Columbus; he was town attorney for Portland and East Hampton for many years, and his sound judgment was consulted in every step they took for the betterment of their communities; a charter member of the Portland Building and Loan association, he served as a director and its attorney from its inception until his demise.

The general public knew him best in the role of state's attorney, and perhaps it was this phase of his experience that appealed most strongly to him, too. In it his sturdy moral courage and high sense of responsibility operated for the benefit of the communities he served, and was reflected in the respect men and women came to have for the court. Friends and others found him unswerving once he made up his mind that his duty called for moving in on a situation, and yet even the accused knew that they

would get from him that brand of even justice that distinguishes the best of our courts. ---Middletown Press

The late Thomas C. Flood, state's attorney for Middlesex County, was a loyal and ardent supporter of the cause of law enforcement. We of the State Police knew him as a friend and advocate of justice. Quiet and unassuming by nature, when a question of law and order was involved he was tenacious and fearless. He stood solidly for what he believed to be right. He frequently demonstrated, however, that he was not in accord with a strict "pound of flesh" policy. Many a poor unfortunate who came before him learned that justice can be seasoned with mercy.

A frequent visitor at Headquarters and at Stations K and F, he gave us counsel and guidance in many instances. He was a devoted family man and seldom traveled without his wife and two children. We met him on one occasion in Southampton, England while returning from abroad. His companionship on that trip will always be a pleasant memory.

His funeral from St. Mary's Church, Portland was one of the largest ever held in his native town. Hundreds of persons assembled to pay their last respects to a real and sincere friend, neighbor, and public official. Middlesex County without Tom Flood will be a different and a lonely place for some of us old-timers.

## MARTIN A. CATTANEO

As Vox-Cop went to press last month, we received the sad news of the untimely death of a very devoted friend and associate, Martin A. Cattaneo. Drowned in a boating accident which happened on August 25 at Harwich, Massachusetts, his passing at the age of 45 years took from our midst a popular and capable official in the public utilities field.

During World War II he was assigned by the S.N.E.T. Co., to the War Council

## I N M E M O R I A M

and his services during that period contributed much to the success of state-wide communications. A genial companion a tireless worker, competent in his field, "Marty" Cattaneo had a host of friends throughout the state. His ability was recognized by his employers when at the time of his death, he held the position as assistant to the Vice President and General Manager of the Southern New England Telephone Company. With his wife and their nine year old son they left for a vacation at Cape Cod and there he joined three companions for a day's fishing at the Three Bears Camping Reservation. A heavy swell swamped the motor boat and the three were tossed into the water. His two companions made shore but "Marty" failed in the attempt. On the morning of September 2nd, the body was recovered. Funeral services were held on Saturday morning, September 4 at St. Rita's Church, Hamden. Officials of the S.N.E.T. Co., and hundreds of employees of the telephone company were in attendance. Many of the former members of the War Council journeyed from various sections of the state to pay tribute to their former associate. Special agents John J. Gleason and Frank Battle of the F.B.I., Supt. William J. Roach, Waterbury Police, Comr. Edward J. Hickey, Capt. William L. Schatzman, Lieut. Adolph Pastore and numerous other police officers were in attendance.

### J. A. HARRINGTON REPORTER, DIES

James A. Harrington, newspaperman more than 35 years, died at his Wethersfield home September 11.

Mr. Harrington had been most recently Superior court reporter for The Hartford Times, which he joined in 1919.

Typifying the esteem in which he was held by the judiciary was a statement in the farewell address of Judge William J. Burke, when the latter retired from the police court bench in 1941. Judge Burke said, in part:

"To my mind, newspaper coverage of the courts is a deterrent to inefficient and ineffectual judicial work and secret political machinations.

"In this connection, we have come to regard Jim Harrington as one of our official family. An honest purveyor of the facts, watchdog of judicial integrity, and crusader on behalf of impartial law enforcement, Jim Harrington has been fair square and on the level. Confident of policemen, prosecutor and judge, guardian of a thousand secrets and off the record decisions, he has never violated a confidence or trust imposed in him."

It was with sadness and almost with incredulity that we learned of "Jim" Harrington's death. It is hard to believe that we shall not see him daily as in the past. His visits were part and parcel of our day's activities as for ten or more years he covered State Police headquarters in addition to the Hartford County Building. A big man in every sense of the word--big in person, big of heart, big of brain--he could be trusted implicitly. While it was his business to get news, he was never insistent. Always open and aboveboard in securing information, he meticulously wrote it up for his paper. He never violated a confidence or caused us embarrassment by printing information that would hinder or embarrass us in the prosecution of a case. So proud was he of his profession and so well did he practice it that his philosophy could be summed up in Austin Dobson's sonnet -  
IN AFTER DAYS.

"In after days when grasses high  
"O'er top the stone where I shall lie  
"Though ill or well the world adjust  
"My slender claim to honour's dust,  
"I shall not question nor reply.

"I shall not see the morning sky  
"I shall not hear the night wind sigh;  
"I shall be mute as all men must  
"In after days.

"But yet, now living fain would I  
"That someone then should testify  
"Saying - HE HELD HIS PEN IN TRUST  
"TO ART, NOT SERVING SHAME OR LUST --  
"Will none? -- Then let my memory die  
"In after days."

## Officers' Right to Use Firearms

By DONALD S. LEONARD  
Commissioner, Michigan State Police

Police officers are sometimes in doubt as to the exact boundary line which divides their right to use firearms, and their lack of right to use them.

The question was recently brought to my attention, and I have answered it in accordance with the instructions we give in our recruit training school.

For the purposes of illustration, let us take a given set of circumstances as follows: A report is received that an individual has been shot. There is no description of the assailant and there are no details as to his method of escape. It is presumed that he has fled in a car, therefore a highway blockade is established. It is the middle of the night, but there are several officers present with flashlights, and this, in addition to the distinctive lights of the patrol cars, should be sufficient to establish the identity of the blockade to the satisfaction of a driver.

A car zooms up over the brow of a hill, comes down a long stretch at a rapid speed and runs the blockade, either ignoring or failing to see the signals to stop. An officer thereupon fires at a rear tire, flattens it and brings the machine to a halt. The occupants are found to be several women on their way to another destination following a meeting. The driver explains that she was intent on passing an approaching car with bright headlights and did not see the blockade.

The officer regrets the incident, of course, but believes that his act was within his rights and was justified by a reasonable suspicion that anyone attempting to run the blockade might be the person sought. Later he testified at a trial board hearing that he acted deliberately and not rashly in taking aim and firing at the car. He is a new officer in the service and testified further that he did not ask the commanding officer of the detail whether or not he should shoot.

Now with this set of circumstances, let us proceed with the interpretation of the right to use firearms.

As we all know, there are certain circumstances which justify the use of firearms in the apprehension of criminals, and circumstances which would not justify the use of firearms.

The matter has been quite thoroughly discussed in our various recruit schools and refresher schools.

The general law with respect to the arrest of persons empowers an officer to arrest any person committing a crime in his presence, whether that crime is a felony or misdemeanor. The law gives the officer the right also to arrest any person for whom he has a warrant, or for whom a warrant has been issued when the officer knows of the issuance of the warrant and its possession by another officer.

The law also gives to any police officer the right to make an arrest without a warrant in felony cases where the felony has been actually committed and where the officer has reasonable grounds to suspect that the person he arrests has committed that felony. The law further gives an officer the right to arrest without a warrant any person whom he suspects of committing a felony, and under circumstances when he has reasonable grounds to suspect that a felony has actually been committed.

Therefore, as long as the officer has reason to believe that a felony has been committed, whether or not it has been committed, and reasonable grounds to suspect that the person whom he arrests has committed that alleged felony, the arrest is lawful.

In our instructions in schools we have not only explained the extent of the authority of police officers in making arrests but have also very carefully indicated the limitations of the power to arrest. Likewise, the circumstances which would justify an officer using a firearm have been carefully explained, as well as those involving the abuse of authority on the part of police officers in the use of firearms.

We have emphasized that under no circumstances should an officer use a firearm in effecting an arrest of a person who is attempting to escape on a misdemeanor charge, as the law has always recognized that it is far better for a misdemeanant to escape than to take his life in the capture. This is entirely logical because even after the arrest and conviction of a person on a misdemeanor charge there is usually only a nominal fine and at the most a short-term jail sentence.

In connection with the use of firearms in felony cases, generally firearms may be used to prevent the escape of a felon, particularly when his identity is unknown and his recapture might be

doubtful. Firearms may also be used in self-defense, the officer having the same right in self-defense as any other citizen. When it is considered, however, that in this state, even after conviction on the most serious of all crimes, murder, the state itself does not have the right to invoke the death penalty, then we must realize that if the state itself lacks that power, it would be very reluctant to authorize a police officer to use firearms except under certain restricted circumstances. All of this, as I say, has been emphasized in our various schools.

In this particular case, the officers were assigned to set up a road blockade after receiving a report by radio to the effect that a person had been shot. It is of importance to note that at the time this report had been received, no indication or information was given as to the description of the assailant or whether a car had been used. The particular officer in question had no information which could connect the car stopped that night, a sedan occupied by five women, with the alleged crime committed in a nearby city.

An officer has always had the right to effect an arrest on felonious charges where, for example, he has received information that a felony had been committed and that he had a reasonable presumption that would connect the commission of that felony with the persons he was actually placing under arrest. For example, a bank robbery was committed by three persons who escaped in a Buick sedan with Indiana license plates and a blockade had been established which three persons in a Buick sedan with Indiana license plates attempted to run. If officers pursuing them shot in order to effect their capture, such circumstances might have warranted the use of firearms.

However, it is necessary under our law for the officer to have some connection between the report of the felony and the particular persons whom he is attempting to stop or place under arrest. The law does not give the officer the arbitrary power of shooting at any car which runs a blockade, or at any person who fails merely to obey an officer's command. It would be a dangerous thing if the law did clothe an officer with such arbitrary power, as all citizens would then be placed in jeopardy.

In this particular case, the women were driving down the highway in their own automobile, as they had a lawful right to do. There was nothing in any manner that linked them with the commission of the alleged crime. The only justification given by the officer is a question in his mind as to why the persons in the automobile did not stop. The reason that impelled them to run the blockade, whether they knew the blockade was up or not, should not be interpreted as any justification for the officer exceeding the authority given to him under the law. So that police officers will not abuse their authority, their powers are very carefully defined by the legislature of this state and they cannot lawfully exceed those powers. No officer has the right to determine the extent of his own power nor does any superior officer have the right to extend the powers given to a subordinate police officer.

The circumstances in this case did not justify the officer using firearms to bring the car to a halt. The officer also has stated that he took deliberate aim in firing at the car, and, although a new officer, at no time did he ask the commanding officer of the detail whether or not he should shoot. Lacking the right to use firearms in this incident, it would have been the prudent thing for the officers to have pursued the escaping car. Likewise it would have been the proper thing for the new officer to have inquired from the senior officer on the detail as to whether or not he should discharge the firearm at the automobile.

The officer stated that at the time he shot he did not know who was in the car, whether man or woman. Such promiscuous shooting by police officers should not be tolerated. It is such action that brings police departments into disrepute in the public mind. The fact that a killing did not result does not make the action any less serious, as any deflection of the shotgun in the arms of the officer could certainly have resulted in more serious consequences. Had a person in the automobile been injured or

killed, the officer, instead of merely facing a trial board for the careless or reckless use of firearms would face criminal action for felonious assault or homicide.

For his own protection, as well as the protection of the public, every police officer should be thoroughly informed on when he does have a right to use a firearm, and when he does not have this right. -- Michigan Police Journal

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NEW CLASS COMMENCES STUDIES AT N.U.T.I.

Twenty-seven municipal and state police officers from 15 states and Canada will begin a five-month course in traffic police administration at the Northwestern University Traffic Institute, Evanston, Ill., on Thursday, September 2.

Twenty-six of the officers will attend on fellowships and scholarships made available by the Automotive Safety Foundation, Washington, D.C., and the Kemper Foundation for Traffic Safety, Chicago. One officer from Oak Ridge, Tenn., will attend as a tuition-paying student.

The officers were chosen from scores of applicants in nation-wide competition. They represent 13 city police departments in the United States and one in Canada, seven state police and highway patrol organizations and one county police department.

The purpose of the course, which stresses traffic control and accident prevention, is to provide policemen with training which (1) acquaints them with fundamentals of traffic policing; (2) enables them to plan and administer effective traffic control programs, and (3) equips them to instruct their fellow officers in any phase of traffic police work. The course consists of more than 600 hours of classroom study, work projects, demonstrations and a one-week field study trip.

Instructors include outstanding authorities on traffic control, police science and administration. They are

drawn from the staffs of the Traffic Institute, the Traffic Division of the International Association of Chiefs of Police, selected police departments, safety organizations and other agencies.

Sixteen municipal police officers will attend on awards given by the Kemper Foundation, which provided eight \$650 fellowships and a similar number of \$250 tuition scholarships. Ten officers from state and county police organizations will attend on \$650 fellowships offered by the Automotive Safety Foundation.

This will be the 19th traffic police administration course the Institute has conducted since 1936. Four hundred and nineteen officers have been graduated from the course. In addition, nearly 2,000 other police officers, traffic court judges and prosecutors, driver training instructors, motor vehicle fleet supervisors and military traffic personnel have attended short courses and conferences at the Institute.

Members of the 1948 Fall Class are: Lt. Carl L. Shuptrine, Houston, Texas; Lt. James Egan, Hartford, Conn.; Det. Sgt. Joseph P. McDonald, Hartford, Conn; Det. Howard R. Griffin, Canton, Ohio; Sgt. Harry I. Fuller, Baltimore, Md.; Sgt. Paul Steuer, Cincinnati, Ohio; Officer Arthur R. Mehring, Cincinnati, Ohio; Officer Hamilton W. Poll, Chicago, Ill.; Sgt. Harry R. O'Donnell, Chicago, Ill.; Officer Edward Falk, Flint, Mich.; Sgt. Edward J. Farrell, Minneapolis, Minn.; Insp. Norman C. Danielsen, Oakland, Calif.; Sgt. Delton T. Dollar, Miami, Fla.; Sgt. Dan L. Rice, Missoula, Mont.; Officer Fred P. Bochmann, Colorado Springs, Colo.; Lt. Maurice E. Hann, Oak Ridge, Tenn.; Sgt. Leslie B. Douglass, Victoria, B.C., Canada; Capt. Kermit L. Lewis, Indiana State Police; Lt. Ralph S. Thompson, Oklahoma Highway Patrol; Sgt. Howard G. Amborn, California Highway Patrol; Sgt. Roland Gautsche, California Highway Patrol; Sgt. C. Lendall Rockwell, Illinois State Police; Sgt. Osmus H. Avery, Connecticut State Police; Sgt. Charles E. Peter, Montgomery County, Md., Police; Alvin M. Rott, Ass't Supt., North Dakota Highway Pa-

trol; Trp. Joseph Chaput, Michigan State Police and Trp. Richard H. Janner, Michigan State Police.

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### UNIFORMS

By Lieut. Col. H. A. Golden  
Chief Constable, Wiltshire Constabulary

The old adage "It's the clothes that make the man" is sometimes embellished by the cynics into "It's the clothes that make the policeman," hoping to imply, thereby, that if it were not for the uniform the policeman would not only be, but appear to be, a very ordinary mortal. Be that as it may, the question of the most suitable uniform for the police is a matter of very much concern at the present day and--as everyone will know--is now the subject of consideration by a Committee which is sitting at the Home Office. Without wishing to attempt to forecast or still less to pre-judge any decision which the Committee may come to, it would seem a matter of interest to try and decide what the ideal police uniform should be. Before we do this, let us agree that the fact that a particular pattern or type of uniform has existed for a great many years is not, in itself, a valid reason for its continued acceptance, and that any and every item of police uniform should be able to justify itself on its merits and not on its tradition. If we are agreed on this--and we may not all be--let us consider what are the essential conditions, in order of priority, that a police uniform must fulfil:

1. Comfort
2. Suitability
3. Appearance
4. Distinctiveness

The uniform must, above all, be comfortable, and comfortable in all weathers, under all conditions, and whatever other excellent attributes it may possess should never be adopted.

---Police & Fire Bulletin

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



VOX-COP

September, 1948



The man in uniform is Connie Mack's warmest friend in Connecticut -- Capt. Frank Higgins popular Meriden police officer. The A's top man and the Silver City citizen have been friends long years and every time Mr. Mack crosses into Connecticut "Cap" takes over seeing to it that the venerable big league manager has safe and comfortable travel while within our boundaries.

# Uniform Morale-Builder for State Police

## Hickey Tells Story Of Gold Tie-Clasp

Those gold clasps the state policemen have been sporting on their neckties since the first of the month are more than just items of male jewelry.

And the idea behind their issuance by Commissioner Edward J. Hickey was not to turn the officers into so many Beau Brummells, either!

"The story goes back several years," he explained today. "It has to do with one of the most perplexing problems that confronted me after I took office in 1939.

"COMPLAINTS about the conduct of officers poured into my office in those days. I had to spend a lot of time investigating such cases. That, in turn, didn't set very well with the officers, who thought I was exercising too close supervision over them.

"I continued, however, and it soon turned out that almost all of the complaints were unfounded. People were complaining about men not connected with our force at all.

"That State Police uniform of a decade ago was not what you might call distinctive. It didn't take much imagination to mistake a gas station attendant, a town constable, or somebody's chauffeur for one of our officers.

"I DECIDED to change the uniform. The change was accomplished slowly, and entailed a certain amount of experimentation. Today's uniform was the result."

Not all of the experiments were successful. Commissioner Hickey went on to relate. A case in point was the summer when straw hats, originally designed for the Miami, Fla., police force, were issued to the state policemen.

For one thing, the officers themselves thought the hats looked effeminate. Worse, civilians were forever addressing them with such remarks as, "Mr. Livingston, I presume?" or "Howdy, Frank Buck. Did you bring 'em back alive?"

That didn't boost the morale of the force any, and the straw hats were soon discarded. Most of the officers promptly destroyed them.



DECADE APART—Lieut. Henry M. Mayo, commanding officer of Hartford barracks, (left) in summer uniform worn today by state policemen. Lieut. Adolphe M. Pastore, deputy fire marshal, (right) wears uniform of 10 years ago.

THE STATE POLICE uniform 10 years ago consisted of a flat round peaked cap, a black shirt and tie, tight black breeches and leggings, and a black blouse with a high, stiff military collar resembling the Army blouse of World War I.

Today the officers wear a natty, comfortable uniform featuring a blouse with lapels and a gray shirt, among other things. A maroon necktie is worn in the summer and a Connecticut blue tie the rest of the year.

"Now about those tie clasps," said Commissioner Hickey. "The new uniform has been copied to some extent.

"With these new pins, a person does not have to look any further than an officer's tie to

make certain he is talking to a state policeman.

"THE PIN carries the state seal and the words, 'State Police,' in plain letters that anybody should be able to read.

"Also, the issuance of the pins means that the uniforms and their insignia are now all identical. Heretofore, the officers were permitted to wear any kind of tie clasp that pleased them."

"The uniform isn't the whole answer, of course, but I am very happy to say that complaints about our officers are very rare today. Instead, letters praising them have become common."

(The Hartford Times)



# "Call the **POLICE!**"

**C**RIME FIGHTING, despite the great scientific advances of the last 20 years, still remains a primitive affair for the nation's 500,000 law enforcement officers.

Not infrequently, a police officer has nothing more scientific than his hands, a nightstick and a revolver to enforce the law—often at great risk to his life.

It was with this in mind that the radio program, "Call The Police," (NBC, Tuesday, 9:30-10 p.m., E.D.S.T.) decided to award a "Plaque of Valor" and a check for \$100 on each program to a police officer who had performed an outstanding act of heroism. The sponsor, Lever Brothers, stipulated, however, that the courageous act must have been done when the officer was on his own.

*Seven Plaque award winners and accounts of their singlehanded accomplishments are as follows:*

**Patrolman Raymond Kurth**, of Madison, Wisc., entered a hotel on a routine check one night and saw a man leaving. The clerk shouted that he'd been held up. Kurth gave chase, fired two shots over the head of the hold-up man who took refuge behind parked cars. By stealthy maneuvering, Kurth got his quarry silhouetted against street lights and warned him to surrender or be killed. The armed bandit meekly gave up.

**While patrolling** his Bridgeport, Conn., beat, Patrolman Albert Meehan saw two gunmen dragging a battered victim into an alley. Meehan's shout to stop was greeted by two wild shots. The cop returned the fire, hitting one of the gunmen, who continued firing, emptying his revolver at the policeman. Then he crumpled to the ground. Meehan's fire had killed him. The other gunman, who got away, was later caught.

**Thirteen floors** above the street, Inspector John Breen, of the San Francisco, Calif., Police Department, effected a daring rescue of a Chinese woman who had threatened to commit suicide by jumping from a narrow ledge. Summoned to the scene by spectators, who saw the woman on the ledge of the Appraiser's Building and heard her shout, "I'm going to jump," Breen and other policemen responded. With the help of a ladder, the Inspector climbed to the ledge from a lower floor. He crawled along, managed to force the woman's legs down. She was hauled to safety,

**Cruising** in Baltimore, Md., area where four taxicab holdups had been reported, Sergeant Joseph Davey saw a cab stop and its light blink out. As he approached the cab on foot two bandits opened fire; one shot ripped into Davey's chest. Davey emptied his gun into the back of the cab killing one and wounding the other gunman. Badly wounded, Davey required nine blood transfusions but returned to duty after a month.

**Seconds after** he was ordered to the scene of a bank robbery, Motorcycle Officer Robert C. Maier of Los Angeles, Calif., saw the hold-up car careen around a corner and crash against a wall. Using the car as a barricade the bandits opened fire on pursuing police. Maier drove his cycle behind the crashed car, started shooting. When it was all over, two bandits had been wounded and one surrendered. THE END.

**Patrolman William E. Mohr**, of the Philadelphia, Pa., police force, rushed into a blazing home to rescue a woman who was attempting to jump to safety from the second floor. While fire swirled about them, he calmed her, and firemen removed her by ladder. Mohr set off to find her husband, but stumbled headlong down a flaming stairway and suffered first and second degree burns. The husband was rescued.

**A chase** that started just outside Odessa, Mo., and wound up 45 miles away near Kansas City, resulted in the capture of five bandits and loot from 12 robberies. The pursuer was Trooper S. S. Abney, of the Missouri State Highway Patrol. Alerted to watch for bandits, he saw their car and began the chase. He finally caught up with them and rammed them off the road. Other police converged. The capture was made.