

- *Restricted to the Use of Law Enforcement Officials*

# FBI

*Law Enforcement*

# BULLETIN

1948

DECEMBER

Vol. 17 No. 12

**Federal Bureau of Investigation**

**United States Department of Justice**

**J. Edgar Hoover, Director**

*Index to Volumes 13 to 17, 1944-48 (pp. 22 to 25)*

# FBI Law Enforcement Bulletin

DECEMBER 1948

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United States Department of Justice  
Federal Bureau of Investigation  
Washington, D. C.

December 1, 1948

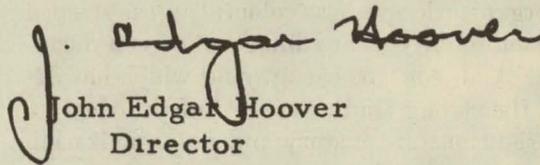
TO ALL LAW ENFORCEMENT OFFICIALS:

Long ago the Royal Canadian Mounted Police captured the imagination of the world. Famed in song and story, the "Mounties" symbolized law and order from the bleak outposts at the top of the world to the southern provinces bordering the States. Time has altered the officers' duties somewhat, but today, even as in frontier days, the Canadian citizen notes the red coat with respect and a feeling of security.

That respect extends beyond the invisible barriers of country. We of the FBI know from experience that whenever a police matter confronts our two countries, the courteous hand of the RCMP is extended in cooperation. Whether it be an auto theft matter at Detroit and Windsor, the case of a criminal fleeing across the border, or the grimmer subject of espionage, we know that the fullest assistance will be forthcoming from our neighbor agency.

We are privileged to feature in this issue an article on the Royal Canadian Mounted Police by Commissioner S. T. Wood, head of the organization.

Very truly yours,

  
John Edgar Hoover  
Director



## FEATURE ARTICLE

# Royal Canadian Mounted Police

By COMMISSIONER S. T. WOOD, C. M. G.

This year the Royal Canadian Mounted Police marks the seventy-fifth year of work on the Canadian scene. In 1873 the North-West Mounted Police was organized by the Federal Government as a law-enforcement agency to carry law and order into the rapidly developing virgin territory of Canada's North-West. This vast region which stretched between Ontario and British Columbia, from the international boundary to the Arctic Ocean had lately been acquired from the Hudson's Bay Co., a larger real estate transfer by far than the Louisiana Purchase. As the frontiers of this land of promise for settlers, traders, and adventurers alike rolled back, there naturally followed an attending need for the enforcement of law and order. Difficulties between the Indian and white man had to be overcome, and no less important was the problem of protecting the white man against himself.

The original force consisted of 300 mounted men charged with the duty of patrolling the frontiers, collecting customs duties, controlling the whiskey traffic between the white man and the Indian, protecting the settlers, and guarding surveyors and construction crews of the long-promised Canadian Pacific Railway, which was to link the East with the West Coast.

The history of the Royal Canadian Mounted Police is replete with incidents inextricably woven into the pattern of early Canadian history in the West. Volumes have been written on this score, and even today literature and motion pictures find the background of the Royal Canadian Mounted Police a fertile stimulant to the imagination, which all too frequently results in grossly exaggerated fiction. Regardless, the actual exploits of this young organization were as colorful and as steeped in devotion to duty as any imagination could conjure up. And it is this background which has developed the strong traditions we follow today.

But traditions are history and no organization can afford to rest on them. Any organization must, if it is to discharge its duties efficiently, look ahead. It must deal with the present and prepare and plan



Commissioner S. T. Wood.

for the future. In reality, history is not behind one, it is ahead.

In the 75 years the Royal Canadian Mounted Police have been on the Canadian scene, it has grown to 10 times its original size. From duty in the Canadian North-West its responsibilities have multiplied tremendously until now it acts in so many capacities that it holds a unique position among law-enforcement agencies of the world.

In order that the position of the Royal Canadian Mounted Police in the field of Canadian law enforcement might be better understood, it perhaps would be as well at this juncture to offer a brief explanation of how Canada is organized for criminal law administration.

The Canadian "constitution" as far as it is written, is the British North America Act of 1867.

The act provides fully for the delegation of certain powers of legislation to the provinces and the reserving of others by the Federal Parliament. While in some fields the line of demarcation between the legislative powers of the Dominion and the provinces is sometimes not quite clear, in the field of criminal law there is no conflict. For by virtue of the British North America Act, criminal law is placed within the legislative authority of the Dominion Parliament, which body has passed a complete and coordinated version of all Canadian criminal law. It covers as well the procedure in criminal matters and is referred to as the Criminal Code.

The provinces, however, are left to pass laws freely and effectively, but are subjected to the limitation that if the Federal Government acting within its powers to enact any laws designed for the peace, order, and good government of Canada, declares expressly or by reasonable intendment, that certain conduct constitutes a criminal offense, the provincial legislatures are at once precluded from penalizing for the same conduct.

Thus we have in Canada a uniform codified version of criminal laws and a uniform system of procedure in criminal matters for the whole of the Dominion. As to the enforcement of this Criminal Code, although it is a Federal enactment, and such are usually left to the Federal authorities, in this case the principle of local control exists and it becomes the immediate responsibility of the provinces.

The provinces are empowered by statute to have and maintain their own police for the enforcement of the Criminal Code and the provincial statutes within their boundaries. Similarly, cities and towns are empowered to have their own law-enforcement agencies. These forces are subject to the direction of the attorney general of the province in all but the matter of municipal law.

The Royal Canadian Mounted Police is a Federal agency headed by a Commissioner and under the control of the Minister of Justice for the Dominion of Canada, who also is a member of the King's Cabinet in the Federal Parliament.

Primarily the force is charged with the enforcement of all Federal statutes anywhere within the Dominion, but by special arrangement with six of the nine provinces, it acts as the provisional police in those areas. Agreements have also been made with many municipalities, and personnel stationed there are responsible for the enforcement of the local bylaws. Thus the Force is solely responsible



*Justice Building, Ottawa, Canada, Headquarters of the R. C. M. P.*

for the enforcement of Federal, provincial, and municipal law in the greater part of Canada. Nevertheless, our part in the enforcement of other than Federal statutes in no manner infringes on the jurisdiction and prerogatives of the provinces where we act as the provincial police. For administration of justice as an authority of the provinces remains inviolate, and duties regarding the provincial statutes and Criminal Code are performed under the direction of the provincial attorney general. Naturally the maintenance of the police force and the administration are the responsibility of the provinces for provincial work. Thus those with whom we have agreements pay for these services.

Within the structure of the force there are, among other specialized divisions, a Marine Division and an Aviation Section.

The Marine Division is equipped with modern, high-powered craft stationed on both coasts, the Gulf of St. Lawrence and the Great Lakes. Their duties might briefly be described as being very similar to those of the United States Coast Guard. This division undertakes preventive patrols for Federal statutes, renders assistance to disabled craft, assists in air-sea rescue work, renders assistance to other government agencies and assists



towns and municipalities on request or in emergencies, such as forest fires, annual regattas and so on.

The Aviation Section is equipped with the most modern of aircraft, stationed at strategic points in the Dominion, and its duties are to carry out preventive patrols and provide speedy transportation of personnel and supplies.

No less important than these are the many highly specialized branches and sections, a few of which are: the Special Section, concentrating on matters of national security involving the investigation of organizations threatening to overthrow our democratic form of government; the Fingerprint Bureau of the Identification Branch, with its hundreds of thousands of criminal fingerprints from all over Canada and its international exchange with many countries in the world; the Dog Section, with its highly trained dogs used to track down criminals, find lost people in rural areas, fer-

ret out illicit stills, and so on; two crime detection laboratories, performing services designed to further criminal investigation and assist judicial proceedings by the application of such sciences as chemistry, physics, document examination, fire-arms identification and allied solutions to problems posed by evidence material.

The duties of "G" Division, that section of the Royal Canadian Mounted Police in the Yukon and the Northwest Territories, bear perhaps the nearest affinity to those of the original North-West Mounted Police. In that vast, sparsely populated area of Canada lying north of the provinces, east of Alaska and reaching far into the Polar Seas, the Royal Canadian Mounted Police is the only law-enforcement agency. There we are called upon to perform duties which are in many cases far removed from those normally prescribed by the definition of a policeman. In addition to their ordinary police work, our personnel do a great deal of

administrative work for the Yukon Territory and the Northwest Territories and, in fact, most of the administrative work for the various Dominion Government departments. For example, on behalf of the Yukon Territory and the Northwest Territories, our members are at once policemen, game wardens, collectors of practically all taxes, such as fur export tax, business tax, game licenses, mining licenses, timber permit fees, motor vehicle registration, dog tax, poll tax, and so on. Our commissioned officers perform the judicial functions of justices of the peace and the duties of coroners and sheriffs. All our members in the Northwest Territories are commissioners for taking affidavits and many of them are notaries public.

Administrative duties performed for the Dominion Government departments include those of immigration inspectors, customs collectors, income-tax collectors, inspectors under the Foreign Exchange Control Board, fisheries inspectors, measuring surveyors, registrars of shipping in inland waters, postmasters in many places, inspectors of weights and measures, issuers of radio receiving licenses, inspectors of aircraft. They also are charged with the responsibility of taking the census, in many cases of assisting the meteorological division by supplying reports on weather conditions. They also have to register the northern population under the Family Allowance Act, and are instrumental in most instances in making family-allowance payments for the government department concerned. This will give some idea of the multitudinous duties this force is called upon to perform in that area. And all this in addition to their usual police work.

Volumes would be written before one justly and completely described the duties and the operation of the Royal Canadian Mounted Police, with almost 500 detachments situated at strategic points across the 3,600,000 square miles of Canada and with such a diversity of duties.

But what of the aims and objects, the principles and philosophy, which the Royal Canadian Mounted Police follow. Simple as they are, they are manifestly progressive. For we recognize fully that there can be no efficiency in any organization unless there is progress commensurate with the ever-changing trend of society to a more complex form. This holds quite as true with a police force as it does with any administrative organization or body.

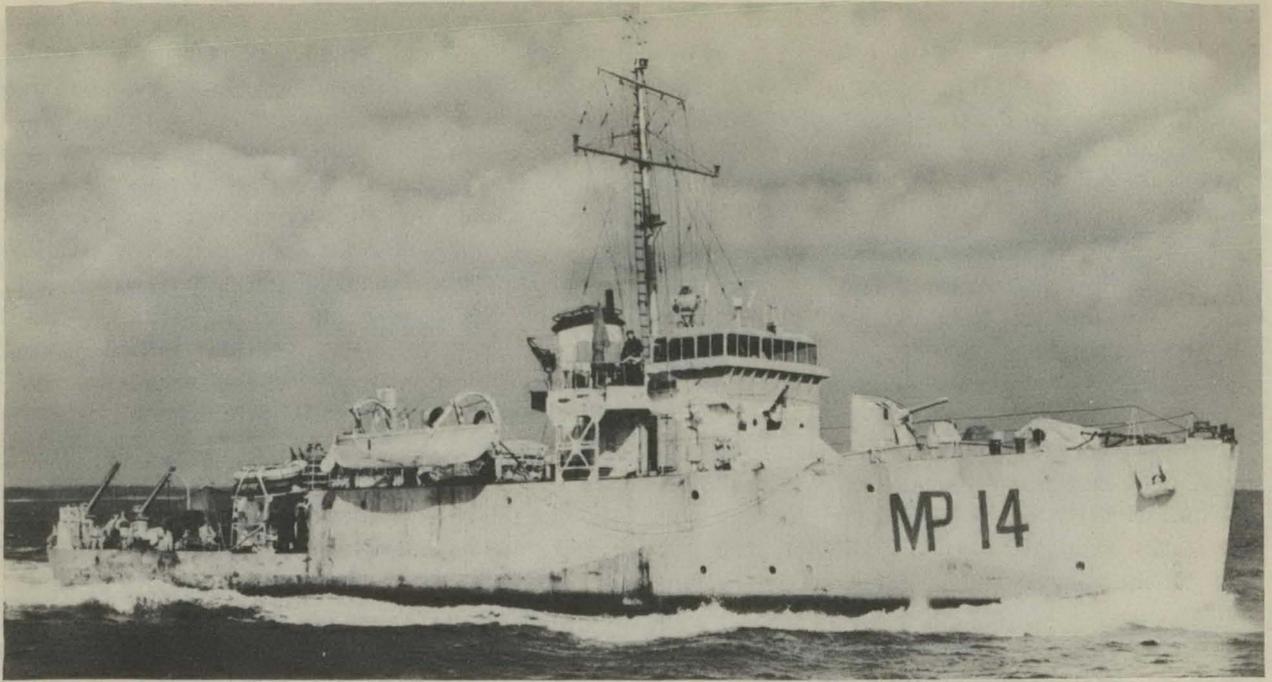
Progress to a modern police force must mean more than equipping itself with every modern de-

vice for the detection and apprehension of criminals and the maintenance of peace and security within the nation's boundaries. It means as well the appreciation of modern trends and an understanding of contemporary social problems which affect or are liable to affect the enforcement of law within a country. For, while the primary responsibility of any police force includes the detection of crime, apprehension of offenders, and the preservation of peace, one of the most important duties is the prevention of crime; and sound police administration must recognize that, if its duty is to be discharged in a manner complementary to the times, it must be fully aware of attending obligations.

The police in western democracies are the civil guardians of that democracy. They are quite unlike the police of other ideologies who are the ministers of tyranny. It is our duty to guard the civil rights and liberties of the individual and to interfere only when such liberty degenerates into license. Our duties are clearly defined by the laws of the country. We are not a body considered by law or tradition to be distinct from the general body of citizens. We are not an armed force of any particular group or party, but are citizens acting on behalf of our fellow citizens and charged with the responsibility of enforcing a self-imposed discipline which guarantees the continuance of freedom and liberty. The laws of a free and democratic society are the expression of the will of the people. They describe a codified pattern of behavior according to the wishes of the majority, yet are drafted and enforced so as to guard jealously the rights of everyone.

The Royal Canadian Mounted Police know full well their responsibilities to the public. Ours is a policed state, not a police state. We like to consider ourselves the friends and protectors of the public with a large part to play in the building of Canada into a strong, healthy, and prosperous nation. One of the strongest principles to which the force adheres is prevention rather than prosecution, but strict impartial prosecution if necessary.

In a free and democratic society, it is to the utmost advantage for law-enforcement agencies to play a large part in causing the people to understand and recognize the purpose of the regulations or laws which they themselves feel compulsive on them. And further, to allow the public to understand more fully the duties and responsibilities of their law-enforcement agencies. This is one phase



*A patrol trip of the Marine Division, R. C. M. P.*

of what we consider preventive police work; a number one task for any efficient police force.

The value of any country is the sum of the value of its youth and it is to the youth of today that we must look for the administration of our nation tomorrow. What kind of citizens they will become depends largely on the foundation of civil and moral responsibilities we are able to establish now. Conformity to institutional requirements is not instinctive. In fact, were we not regimented into a set pattern from childhood and it made plain to us that common adjustment is the most satisfactory means of meeting the fundamental wants of the individual, we might all be nonconformists.

In the fall of 1945, the Royal Canadian Mounted Police developed a further expression of the ideal of crime prevention. A program was drawn up consisting of a series of talks directed primarily to the youth of Canada, in an attempt to create a greater appreciation of the meaning of good citizenship and a healthier attitude to all law-enforcement agencies, particularly peace officers. It is simple deduction that such action seriously carried out could only result in a healthier respect for Canadian laws and the agencies charged with the duty of enforcing them. All of which must add up to a constructive force in crime prevention.

We realize that the juvenile first offender is not necessarily a criminal. He has probably made a

mistake that was based on foolishness rather than criminal intent, and that much of the responsibility for this mistake was the lack of proper instruction in the fundamentals of good citizenship and the lack of knowledge regarding the necessity for the rules or laws of the nation. Statistics prove that in almost every instance, the adult criminal has a juvenile record, and it is quite obvious that any effort a police force can make to assist in the prevention of juvenile delinquency and the molding of good citizenship, is not only exercise of its duty, but certainly some insurance against adult crime in the future.

The talks we developed cover such subjects as:

- (1) The Function of Police in Society.
- (2) The Responsibility of the Public to the Police.
- (3) Safety.
- (4) Courtesy.
- (5) Conservation of Forests.
- (6) Good Citizenship.
- (7) Policing the Far North.
- (8) Protection of Wildlife.

They are delivered in the schools and to youth groups throughout Canada by members of the force who volunteer to engage in this program of preventive policing among the youth of their area. As well, all personnel are encouraged to stimulate and develop recreational activities in their detachment areas. This in itself has developed a real healthy understanding between the youth and the



*R. C. M. P. Aircraft.*

policeman. To date over 1,000,000 of our Canadian youth have listened to these talks. We are no doubt correct in measuring the reaction of the public through the tremendous interest it has taken in this phase of our work and the demands adult groups are making for members of the force to speak to them on precisely the same subjects.

Another important development along this line is gradually taking shape and will be put into operation very shortly. We have been asked to draw up a series of lectures on topics related to the subject of "Law and Order in Canadian Democracy." This followed a suggestion of Lt. Col. Leon Lambert, Deputy Director, Quebec Provincial Police, and chairman of the Committee on International Relations of the International Association of Chiefs of Police, that a standardized series of lectures be composed and presented to adult Canadians under educational auspices in various centers, designed to ensure a more general appreciation of the menace of crime to society and of the true function of the police force. The precis of these lectures have already been drafted and soon will be followed by the complete lectures printed in text-book form. The contents of this book are very impressive and on the high level of criminological literature. It would be unfair to make mention of this text-book without giving a complete list of the lectures, in order that the scope of the course may be appreciated.

- (1) Scope of the Course.
- (2) The Legal Basis of Personal Freedom in Canadian Democracy.
- (3) Quasi Law-making Bodies and Inherent Dangers.
- (4) The Need for Law and Order and Limitations of Freedom.
- (5) British North America Act and Criminal Law.
- (6) Origins and Causes of Crime.
- (7) Organization of Crime.
- (8) Prevention of Crime.
- (9) Combatting of Crime.
- (10) Punishment of Crime.
- (11) Treatment of Convicted Prisoners.
- (12) Treason.
- (13) Seditious.
- (14) Communism.
- (15) Fascism.
- (16) Public Disturbances, Riots, and Unlawful Assemblies.
- (17) Narcotics.
- (18) Breach of Currency Laws and Regulations.
- (19) Protection of National Revenue.
- (20) Cartels.
- (21) Offences Against Conservation.
- (22) Functions and Limitations of Police Forces.

Throughout the course, emphasis is laid on the fact that a policeman is a citizen like any other, but one who has undertaken a particularly arduous career, calling not only for courage and devotion, but for many other qualifications of which most people unfortunately are not conscious.

This effort is considered a major project, for the people are not mainly in need of information as to

the psychological causes of crime or the methods of punishment. They are very badly in need of knowing the facts of crime and what part crime plays in our community life. Just as the individual is being taught more and more about the health of his own mind and body and about the need for support of the medical profession, so we feel it must be brought home to them in general how serious are the diseases of the body politic and how imperative is the duty of good citizens to cooperate with their police forces.

The Royal Canadian Mounted Police is constantly searching within itself and studying means whereby we might discharge our duties with an even greater degree of efficiency and in a manner even more complimentary to the responsibilities and trust the public place in us. To this end, late in 1944 we organized a Personnel Section to screen applicants for enlistment and deal with personnel problems within the force.

Difficulties which arise when dealing with a group of individuals under one roof or in the same community, are magnified a hundredfold when these people are spread across the Dominion in small groups from the Pacific coast to the Atlantic coast, and from the international boundary far into the Polar regions. To deal with this problem, a personnel section was established and its duties

as outlined, are to ensure the acceptance of the type of recruit most suited to duties within the force. and to ferret out and deal with internal problems such as the utilization of a man's ability in a position most profitable and suitable to the force and members alike.

Since the establishment of this section of men specially trained in personnel work, results it has achieved have proven most valuable. On the question of manpower wastage alone, it has more than proven its worth. Our personnel officers, with a scientific approach to the task of screening applicants, placement and job satisfaction, have provided the answer for another of the requirements leading to increased efficiency in our service to the public.

The field of crime is not static, and no agency engaged in combat against this insidious and contagious disease can afford to be static. In these days the impact of crime against human society and subversive efforts to deprive us of our hard-won freedom and democratic principles is a subject of fundamental importance to all. These democratic principles are the principles which the Royal Canadian Mounted Police follow, and we do so proud of the responsibility and trust the people of Canada place in us and determined to "Maintain the Right."

★ ★ ★

## IF . . .

*If you can keep your temper when all about you  
Citizens are losing theirs, yet blaming it on you.  
If you can trust yourself, when your Chief doubts you,  
Yet, make allowance for his doubting, too  
If you can wait to be appreciated, yet not be tired of waiting  
Or be fussed at, yet not pass the buck too much;  
Or being hated, don't give way to hating;  
Or being in dutch, don't beef to beat the Dutch.*

*If you can grin when some old maid is on the phone  
Asking you to get a dead cat out from under her old house;  
If you can smile when some two-bit young street-corner drone  
Thinks he's a big shot, but an officer is a louse.  
If you can hear your court testimony spoken  
To appear a lie; this done to make you seem a fool;  
Or if you can take a rap when a regulation is broken  
By your pal; yet remain silent, calm, and cool.*

*If you can keep from showing any hard feeling  
When another is promoted, instead of you;  
If you can guard against hitting the ceiling  
When you did not get something you thought was due;  
If you are willing to accept some extra hours,  
After your eight hours have been served and done;  
No one but this chaplain gives you flowers;  
But you're a darned good Police Officer, Old Son.*

*Compliments, Florida Peace Officers Association  
Chaplain Lloyd L. King*

## Laconia, N. H., Loses Chief

Chief of Police George N. Hubbard died suddenly at his home in Laconia on June 9, 1948.

Born in Brockton, Mass., but a resident of Laconia for 27 years, Officer Hubbard was elevated to the top rank in the department on January 1, 1933, and was active in that capacity until his death.

Chief Hubbard was a past president of the New Hampshire Police Association, past president of the New England Police Chiefs Association, and a member of the International Police Chiefs Association. He was a past exalted ruler of Laconia Lodge of Elks, past president of the Rotary Club, and a past grand knight of Laconia Council, Knights of Columbus. He was a member of the Wilkins Smith Post, American Legion, and a graduate of the FBI National Academy in Washington.

Active in civic programs, Chief Hubbard contributed much to his community and to the associations to which he belonged. He will be missed at future New England law enforcement meetings.



# **Police Records Systems**

## **TRAFFIC RECORDS**

### ***Introduction***

The American scene was revolutionized with the advent of the automobile. Tremendous progress ensued in the fields of transportation and industry. To the average man in the street, it meant a new and fuller life. No one can deny the good and pleasure derived from the use of the automobile. But no one can fail to recognize the hazards and problems created by the never-ending stream of motor traffic stretching over the highways of the nation—often ending in tragic loss of life and property.

Traffic, its regulations, violations, and controls, is a problem faced by every police department. For every attempt at solution, a record must be made, whether it be of an accident investigation or a parking survey. The value of maintaining accurate and complete traffic records is realized by all law-enforcement officers.

Because the necessary funds have been provided for traffic research, traffic records in many departments have been given more attention than other types of records. It is not uncommon to find excellent traffic records in a department's files while the available complaint, investigation, and arrest records are in a deplorable condition.

It is sometimes difficult for officials to visualize that traffic records are police department records and as such they should therefore be centralized with all other records in the department. In a previous issue of this Bulletin it was stated, "The centralization of records in a police department brings together at one point all information concerning police activities. It is through centralization of records that the various line functions of a police department are coordinated."

Traffic records and all other types of records should be handled in a similar manner. They should first be incorporated into the complaint recording procedure. There should be no difference between the initial notification of a traffic accident, a robbery, burglary, or a murder.

It has been stated that: "The quality of records maintained by a law enforcement agency has a direct relation to the standard of police administration." If officers conduct good traffic investigations, but the records kept of their work is poor, the department will suffer. If the accident investigation work is not properly recorded, it cannot be properly supervised, nor can a sound program of accident prevention be put into operation. Improper recording will handicap a police agency in measuring its accomplishments and demonstrating to the public a true picture of its activities. No attempt is being made here to outline the many important uses of accident records. Our purpose is to show what accident records are needed by a law-enforcement agency and how they should be filed for further reference.

The small-town police department, the sheriff's office, the state highway patrol, and the metropolitan police force all have different problems in relation to traffic records. An accident record system must be tailored to the needs of the individual agency. However, there are certain basic requirements for traffic records which are common to every system, and they are as follows:

1. Accident records should be incorporated in the overall record system of the department.
2. The filing system should be simple and easy to understand.
3. It should contain a record of all accidents reported to the department.
4. Reports of previous accidents should be easy to locate.
5. There should be adequate name indexing.

### ***Location of Traffic Records***

Where should accident records be kept? There have been differences of opinion, but today most law-enforcement authorities agree on the need for centralization of all records. The central record system has proved its superiority. A law-enforcement agency functions best when all its records, including traffic records, are kept in one central records bureau.

The main advantage of a centralized record system is that a central index of all persons arrested,

involved in accidents or otherwise coming to the attention of the department, is easily maintained. Furthermore, the information secured by one division is available to all other divisions. Duplication is eliminated, and better supervision of all police activities results. The centralization of records also makes all records available on a 24-hour basis in the smaller agencies.

If, because of limited office space, it is necessary to maintain traffic records separate from the centralized system, the administrator should provide for complete indexing of all traffic information in the master name index. This does not mean it is improper to maintain name index cards at the point where traffic records are kept, but all such indexing should be incorporated also in the master name index. Obviously, the head of the department must be able to justify the cost of such duplication of records.

A careful analysis of this administrative problem generally results in the decision that such duplication is not warranted. If desired, duplicate copies of pertinent reports may be furnished the traffic bureau for information purposes. On the other hand, it is generally sufficient to merely route the original reports to the traffic bureau where they can be reviewed and promptly returned to central records. This procedure does not mean that copies of appropriate investigative reports should not be furnished the traffic bureau in conducting investigations. If the department is large enough and the need sufficient, a carbon copy of all accident investigation reports should be prepared for the traffic bureau. After the investigation is completed, these copies should be returned to central records for disposition.

Those in the traffic bureau of a large department might contend that they use records so often for administrative and analytical purposes that the accident records should be maintained in the traffic bureau. This is as specious as the argument that all investigative reports and other criminal records should be in the detective bureau because it handles criminal investigations. If the volume of accident-record work is sufficient, one or more accident analysts may be assigned to this duty in the record bureau. If the department is small, one man on a part-time basis might be able to conduct all special accident studies. Routine work such as indexing, spotting accidents on a spot map, filing reports, and preparation of summaries can be performed by clerical employees of the record bureau, thus relieving the traffic bureau of these time-con-

suming tasks too often assigned to uniformed officers.

State and county law-enforcement agencies, as a rule are not broken down into such highly specialized divisions as some of the larger city police departments. The records of state and county agencies are generally filed in a central record bureau. Villages, towns, and small cities likewise usually have their records in one central file. Some cities, on the other hand, have highly specialized traffic bureaus which function as almost separate organizations.

To decide where city accident records should be kept, we must first answer the question: Are these records of value only to the traffic bureau, or do they contain information of value to other divisions of the department? This might be answered by citing one of many instances which have arisen in those departments where traffic records are not maintained by the central records bureau. In one midwestern city a police officer was killed by a fleeing gunman who had just burglarized a jewelry store. The identity of the suspect was established by the detective division, and a wanted notice was issued. A few days later a man was arrested on a speeding charge by officers of the traffic division. He was taken to headquarters where charges were filed, and he was then released on bond. Later it was discovered that he was the subject wanted for the killing of the officer. Had there been a centralization of the traffic and criminal records, the result might have been entirely different.

### *Traffic Records in the Small Community*

Much has been written in the past on traffic accident records. Most of it has ignored the over-all practical record needs of a law-enforcement agency. Many long and involved forms have been developed which are aimed at making accident reporting complete. There have been provisions for numerous copies of reports and various methods for filing them, but most of these provisions are aimed at the large cities. It is generally agreed that the large cities have a real accident problem, but the cities make up only a small percentage of the communities in our country.

The village police force, the small-town or city police department, the sheriff's office, etc., represent the largest percentage of our law-enforcement agencies. They also have their accident-reporting problems. They do not want a system designed for cities with populations in the mil-



BROWN, CHARLES DRAKE 14933 Marshfield Ave. SMITH, John Henry 5718 Park Ave.		MV - PED PI Garrison Ave. at Main St.
158731	10/29/48	6:40 PM
Smith, Ped. struck by auto - driver owner Brown, chg'd with RD. Inj. to Mem. Hosp. - broken leg and minor inj's		
Owner insured		

BROWN, CHARLES DRAKE 14933 Marshfield Ave. SMITH, John Henry 5718 Park Ave.		MV - PED PI Garrison Ave. at Main St.
158731	10/29/48	6:40 PM
Smith, Ped. struck by auto - driver owner Brown, chg'd with RD. Inj. to Mem. Hosp. - broken leg and minor inj's		
Owner insured		

Figure 2.

Brown Charles Drake			3 1 Aa 15	17 A2a	1563
LAST NAME	FIRST NAME	MIDDLE NAME	F. P.	CLASS.	IDENT NO.
Oper. Lic. #29845			W	M	50
AL AS			COL.	SEX	AGE
14933 Marshfield Ave. City					
ADDRESS					
6'0"	190	Blu	Brn	Fair	Barber
HEIGHT	WEIGHT	EYES	HAIR	COMPLEXION	OCCUPATION
6-1-1898 Chgo. Ill.			Egyptian dancer tattooed on inside of left forearm		
DATE AND PLACE OF BIRTH			SCARS AND MARKS		
FORM 9 - REVISED (SEE OTHER SIDE FOR ARREST RECORD)					

DATE	NUMBER	CHARGE	DISPOSITION
1-29-34	Citation 529734	Speeding	\$25.00 fine
6-3-38	15297	None	MV - MV
3-17-42	98154	DWI	\$100 & 5 da. jail
12-26-42	105321	A & B	Dismissed
3-13-43	109763	Drunk	\$10 or 10 da's
5-5-43	Citation 7231	Speeding	\$50 & costs
10-29-48	212216	RD - MV - Ped	lic. Rev. - 60 da. \$150 fine, susp. Pay hosp. bill

Figure 3.

forms available for free distribution upon request.

### Handling of Traffic Accident Complaints

If a register or log is used, a separate entry is made for each complaint or request for police service. In some departments each entry is assigned a serial number. In others, only the more important crimes and accidents are given a serial number. When the nature of the traffic accident does not warrant a detailed report, the action taken by the officer is merely listed in a line or two on the log or register. If considerable investigation has been conducted by the officer, he can keep his notes in his notebook for a stipulated period of time in case a need for them arises later.

### Filing Reports

In more serious accidents, a full investigative report is made and filed by number. Under such a system the reports would be placed in the same file as criminal investigative reports. This is a good, workable procedure. Supplemental reports, photographs and other related materials are attached to the corresponding investigative report for filing.

### Indexing

The names of all drivers involved in accidents, as well as persons injured or killed in accidents, should be listed on 3 x 5 cards to be included in the department's master name index. Figure 2 illustrates the use of blank 3 x 5 cards for this purpose. Such cards contain the following data:

1. Names of both drivers.
2. Complaint serial number.
3. Location of accident.
4. Date of accident.
5. Names of injured persons.
6. Names of persons killed.
7. Brief synopsis of facts.

### Traffic Arrests

Information concerning persons physically arrested for traffic violations in any community should be recorded in the booking procedure in the same manner as any other arrest. If the department uses a bound arrest book, an entry would be made for a traffic arrest just as an entry would be made for any other arrest. If the department uses a separate arrest record for each arrest, the same applies.

Copies of summonses or citations issued for traf-

fic violations constitute the "arrest" record unless the individual is subsequently physically arrested as a result of a warrant issued for failure to answer the summons or citation.

An arrest record (arrest book) designed for use by small police departments which do not have any suitable records was illustrated in figure 1 of the August 1948 issue of the Bulletin. These are available without charge upon request. All arrests, including traffic, would be entered in the register, thereby furnishing the department with a complete chronological record of such activities.

The names of all persons arrested for serious moving violations or other violations causing an accident should be indexed on cards to be included in the master name index. This procedure eliminates the need for a separate driver's record index and is an automatic check against wanted persons. The department may use a blank index card or one similar to Form 9, illustrated in figure 3. It is important to emphasize, again, that with all names,

including traffic cases, indexed in one master name index, only one search is necessary to determine whether the department has any information on any individual.

### **Location Files**

It is not felt that village, town, and small city police departments need an accident location file. The small number of accidents and the simplicity of the record system make such a file unnecessary. If a study of accidents at a given location or locations is desired, a check of the complaint record (**Register of Offenses Known**), will indicate which accidents occurred at the location in question. The corresponding numbered reports should then be withdrawn temporarily from the files for the study. These along with the arrest records or citations will provide the information desired.

(Traffic records will be continued in an ensuing issue of FBI Law Enforcement Bulletin.)



## **Trio Given Life Sentences**

At 11:30 p. m., on the night after Christmas, December 26, 1947, William C. Floyd, operator of a filling station in Johnson City, Tenn., was robbed and murdered.

There were no eyewitness to the crime but shortly after the murder occurred a cab driver telephoned police that he had driven three youths to an area adjacent to the scene of the crime. He reported that two had left the cab for a brief period while the third remained with him. The cab driver, while half asleep, heard reports of two shots from a small caliber pistol but did not indicate that anything unusual had happened for fear that his own life would be taken. The youths had him drive them to a certain address and let him go. The cab driver secured the house number and promptly reported to police, affirming that he believed the filling station operator had been robbed and murdered.

A preliminary investigation was conducted by Detective Sergeant W. T. Wheelock, FBI National Academy graduate, working in cooperation with the local sheriff's office and city officers. The filling station operator was found lying on his

face, dead. His money change belt was missing.

On the basis of the cab driver's information the house at which the trio had been seen last was located. It was that of one Jack Cook. In a very brief time the three wanted men were located. They proved to be Vernon Cook and Robert Cook (brothers of Jack Cook) and Elmer Harold Fox. By 6 a. m. on the following morning all three had confessed to the murder and the revolver used in the crime, the victim's money change belt and almost the entire sum of money (approximately \$110) had been recovered.

The FBI Laboratory was utilized in the comparison of the slugs recovered from the victim's body with those fired from the small .22 caliber pistol which was recovered, as well as in determining that small eyelets removed from the heating stove in the home of Jack Cook were identical in material and substance with those taken from the money pouch of a similar description.

On January 19, 1948, all three subjects submitted to charges of first degree murder in State court at Jonesboro, Tenn. All were sentenced to life imprisonment in the State penitentiary.

## SCIENTIFIC AIDS

The checkwriter, used by business firms as a safeguard against forgery and check alteration, is used at times by the professional check passer for an entirely different reason.

Some professional fraudulent check passers have found that a check prepared on a checkwriter and drawn on the account of a business firm, even though fictitious, will by reason of its authentic appearance cause less suspicion and be accepted more readily than a handwritten check. Possibly a check prepared on a checkwriter gives the passer an additional feeling of security inasmuch as his actual handwriting can be limited to signature and endorsement. Here the passer is in error, for while a checkwriter does reduce the amount of handwriting appearing on the check, its use nevertheless gives the Laboratory Examiner evidence which can as readily lead to the apprehension of the maker.

Some check passers have their own checkwriters and prepare all checks on these machines. Others prefer to use machines available in the locality where the checks are to be passed.

One of the most common schemes to secure use of a checkwriter is extremely simple. The forger obtains a number of blank checks. Professing an interest in purchasing a machine, he asks a dealer in office supplies for permission to prepare samples from various makes of new machines.

## Checkwriters and "Professional Check Passers"

Where this ruse is suspected, it may be advisable to contact dealers and ask them to report unusual requests for checkwriter samples.

The FBI Laboratory maintains a reference file of Known Checkwriter Standards by which the make and model of checkwriter used in preparing a particular checkwriter specimen can be determined. In those instances where an indemnity number appears as a part of the checkwriter impression, the name of the original purchaser of the machine having this indemnity number can be supplied by some manufacturers.

It is entirely possible to determine by laboratory examination whether two specimens were prepared on the same checkwriter. This examination is similar to a typewriting examination in that the conclusion is based on defects or minute imperfections which are characteristic of a particular machine. In many instances the Laboratory has been able to trace the activities of professional check passers by their continual use of a single checkwriter. In the illustrations, figures 1 and 2 are checkwriter impressions from two questioned checks identified in the FBI Laboratory as having been prepared on the same checkwriter. Arrows have been placed on the photographs to point out some of the characteristics used in the identification. The checkwriter identification in this case was of particular interest since a comparison of the handwriting and print-

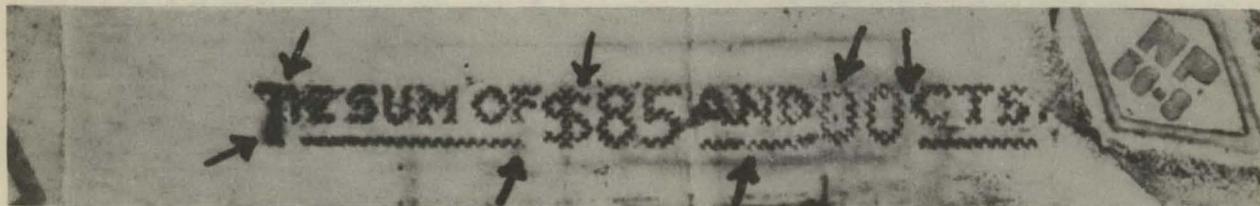


Figure 1.

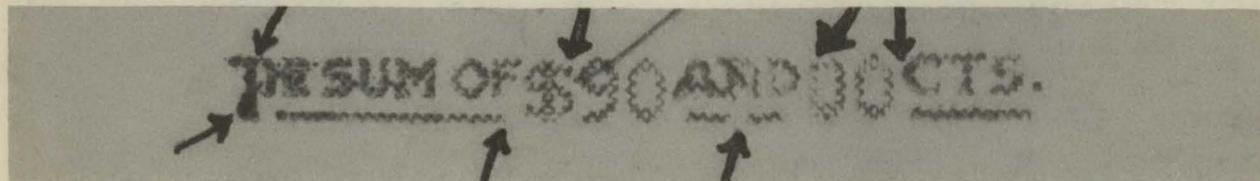


Figure 2.

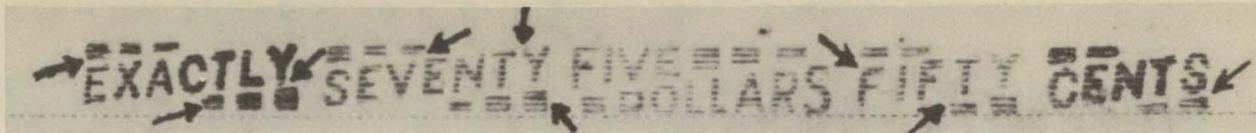


Figure 3.

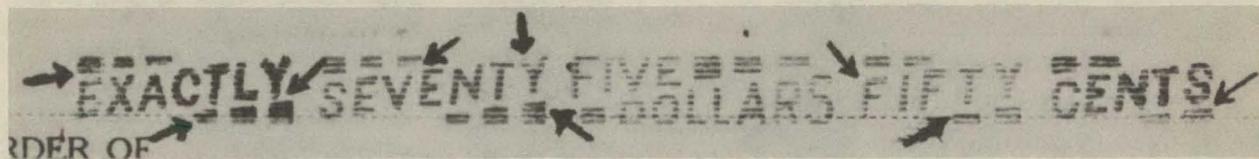


Figure 4.

ing was not conclusive due to a lack of comparable material. (See figs. 1 and 2.)

Whenever a checkwriter is recovered incident to an arrest, it is suggested that several sample specimens be prepared from the machine and forwarded to the Laboratory for comparison with specimens on file in the National Fraudulent Check File. This may result in the solution of check cases where extensive investigation by local authorities has been unproductive.

When obtaining known specimens from a checkwriter for comparison with one or more questioned specimens, it is desirable that the known specimens be prepared on blank check forms in the same amounts as the questioned specimens. In the following photographs, figure 3 is a sample checkwriter impression prepared on a checkwriter recovered at the time of a suspect's arrest. This

specimen was submitted for comparison with the questioned checkwriter impression shown in figure 4. After examination in the FBI Laboratory, the contributor was advised that the known and questioned specimens were prepared on the same checkwriter. Later, the examiner making this identification testified at the subject's trial. (See figs. 3 and 4.)

The FBI Laboratory has been successful in identifying and tracing the activities of numerous professional check passers. This has been made possible by the cooperation of law-enforcement agencies in all parts of the country who submit checks suspected of being the work of professional check artists to the Laboratory for examination.

The facilities of the FBI Laboratory in such matters are available entirely without charge to all regularly constituted law-enforcement agencies.

★ ★ ★

## ***Crime Prevention, Austin, Tex.***

Preventing a crime is quite as important as solving one after it has been committed. Moreover it has far greater utility value from the point of view of time, effort, and money.

One of the most effective methods of preventing crime is an alert public—a public aware of its responsibilities and eager to cooperate with its police department.

The Austin, Tex., Police Department, like many of its contemporaries, has taken the initiative in focusing the spotlight on the ways in which the public can best discharge its duties and thereby aid the police in fulfilling their own.

By means of a pamphlet entitled "You Can

Help Prevent Crime" (based on a similar one utilized by the Houston, Tex., Police Department and prepared with permission of the author) the citizens of Austin are educated in crime prevention.

The little pamphlets are circulated with electricity and water bills. Often the press gives even more effective circulation. In one instance, the Austin Statesman of April 14, 1948, devoted an entire column to giving additional publicity to Chief of Police R. D. Thorp's outline for crime prevention on the part of the individual.

It is this type of publicity which lessens the problems of law enforcement. It is, in the simplest analysis, good public relations.



# Defensive Tactics<sup>1</sup>

## G. MISCELLANEOUS HOLDS AND THROWS (Continued)

### 6. Arm drags and follow-ups

An "arm drag" is a quick jerk or pull on an opponent's arm for the purpose of temporarily destroying his balance so that a "restraining" hold may be applied or an effective counterattack executed. This technique is very effective in a situation where your opponent reaches out and attempts to grasp some part of your clothing. Consequently, it behooves the law-enforcement officer to be extremely alert when making contact with a person whom he is placing under arrest, so that the possibility of this type of maneuver being used against him is minimized.

(a) *Cross Drag (left to right)*—Rear strangle lock.

**SITUATION:** Opponent extends his right arm forward and attempts to grasp the clothing in the region of your chest.

**ACTION:** Grasp the outside of his right wrist or arm with your left hand and jerk it toward your right (fig. 122). Immediately step to the rear of your opponent with your left foot, and place your right forearm against the front of his throat as you strike a sharp blow in the region of his kidney with the heel of your left hand (fig. 123). Step forward with your right foot, placing it to the rear of opponent's left foot and at the same time grasp your right hand with your left hand and jerk opponent backward (fig. 124). Opponent can be held in this position until subdued (Warning: interference with the circulation of blood to his brain may cause him to "black out") or he can be taken to the floor where other techniques can be used to bring him under control.

<sup>1</sup>This is the tenth in a series of articles which will be continued in a subsequent issue. In studying the various methods employed you should constantly refer to the January 1948 Bulletin which sets forth general instructions and safety precautions.



Figure 122.



Figure 123.



Figure 124.

(b) *Cross drag (right to right)—arm lock.*

*SITUATION:* Same as in 6 (a).

*ACTION:* Grasp opponent's right wrist with your right hand (thumb up) and jerk it toward your right (fig. 125). Follow-up with "arm lock" described in Section G-5 (a), and figures 114, 115, and 116.

(c) *Straight drag (left to right)—flying mare.*

*SITUATION:* Opponent reaches out with his right hand and attempts to grasp the clothing in the region of your left shoulder.

*ACTION:* Grasp opponent's right wrist with your left hand (thumb down) and jerk him forward and to your left (fig. 126). Immediately step forward and toward your left with your right foot and at same time grasp his arm with your right hand. Your knees should be bent and your buttock should be against opponent, slightly below his midsection (fig. 127). Opponent is thrown over your right hip or shoulder by pulling forward

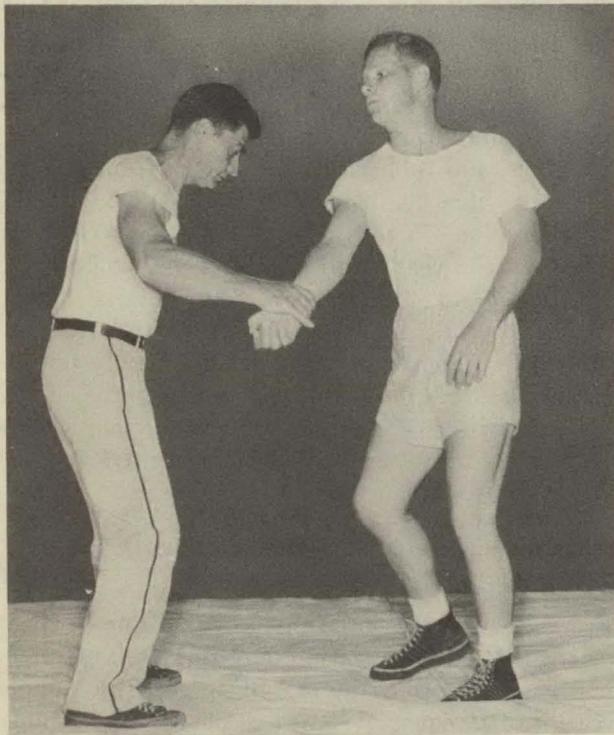


Figure 125.

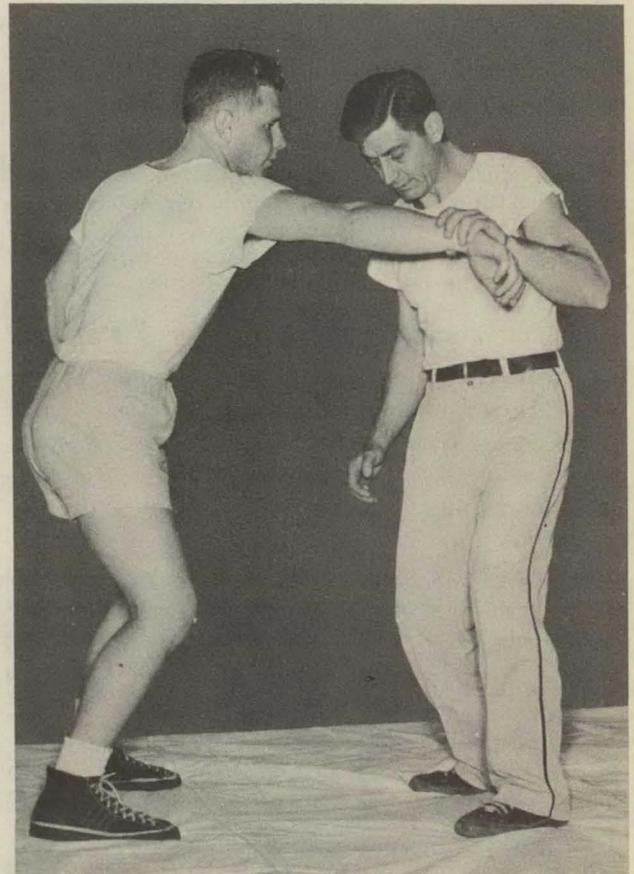


Figure 126.

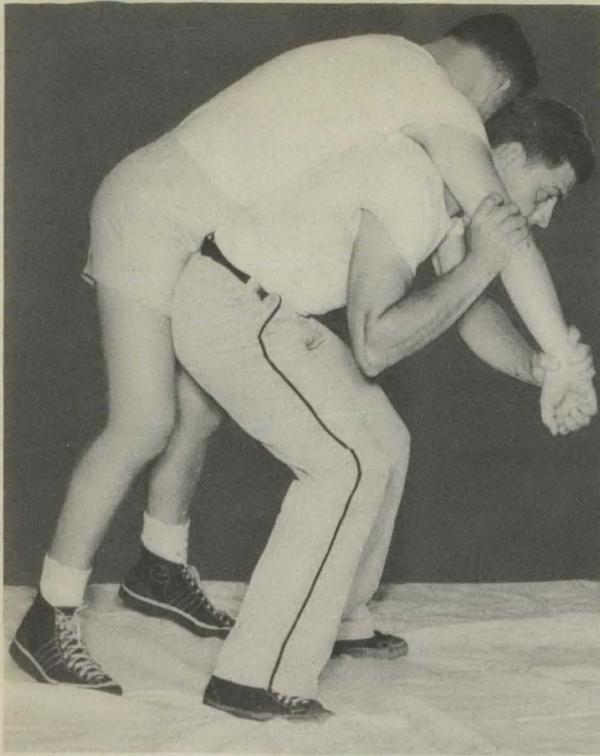


Figure 127.

with both of your arms as you twist your trunk vigorously toward your left and at the same time straighten both legs (see fig. 112).

NOTICE.—It is to be understood, of course, that the techniques set forth above represent only a few of the many holds and throws, that can be effectively applied as a "follow-up" to an "arm drag."

(Defensive tactics will be continued in an ensuing issue of the Law Enforcement Bulletin.)

### **City Ordinance Cuts Crime**

The city commission of Grand Rapids, Mich., passed the following ordinance which was warmly advocated by Detective Sergeants Edward Leestma and Gordon Ivy, Grand Rapids Police Department, and Judge Thaddius B. Taylor of the superior court of that city:

SECTION 20 (amended June 17, 1946). Every person parking a motor vehicle in any public street or alley in the city of Grand Rapids, shall remove and take with him, the key or keys to the ignition thereof and it shall be unlawful for any person to so fail to remove such key or keys.

In connection with the above it shall be presumed that the owner of the motor vehicle was the operator himself thereof, unless and until said owner shall, by competent evidence, establish that some other person was on said occasion operating said vehicle.

In order to measure the effectiveness of the ordinance, Detective Sergeant Leestma reviewed

the files for the years 1944 through March 31, 1948. He found that in 1944, 439 automobiles were stolen in Grand Rapids. During 1945, 440 were stolen. From January 1946 until June 17, 1946, when the ordinance was passed, a total of 256 automobiles were stolen. From June 17, 1946, until December 31, 1946, a total of 203 cars were stolen. During the entire year, from January 1, 1947, through December 31, 1947, a total of 207 cars were stolen. In the period from January 1, 1948, through March 31, 1948, a total of 43 cars were stolen. The total reduction in automobile thefts from the date of the inception of the ordinance amounts to approximately 60 percent.

From June 17, 1946, through December 31, 1946, a total of 122 summons were issued by members of the Grand Rapids Police Department charging owners with leaving the keys in their automobiles. In 1947, 742 summons were issued and from January 1 through March 31, 1948, a total of 177 summons were issued.

Detective Leestma pointed out that in the period from January 1, 1946, until the ordinance was passed on June 17, 1946, 72 cars out of the total of 203 were stolen by juveniles. In contrast, in the period June 17, 1946, to December 31, 1946, only 22 cars were stolen by juveniles. He also emphasized the fact that during the entire year of 1947 only 19 cars were definitely established as having been stolen by juveniles.

The annual report of the Grand Rapids, Mich., Police Department, dated June 30, 1947, notes that the total property loss as a result of burglaries, larcenies, and robberies for the year from July 1, 1946, to June 30, 1947, was \$259,434.62. In the year previous to that, a total of \$438,154.68 was lost. In the year from July 1, 1946, to June 30, 1947, \$225,618.06 was recovered. This is a total of 88 percent. The report reflects that the remarkable reduction in loss is due greatly to the enthusiastic efforts of the officers and to the effects of the ordinance which makes it a violation to leave keys in automobiles when they are parked on public streets.

### **Notice—Envelopes for Submission of Fingerprints**

Franked envelopes for submission of fingerprints to the FBI Identification Division will be furnished to all contributors of fingerprints upon receipt of a request. This cancels the notice published in the June 1947, issue of the FBI Law Enforcement Bulletin.

# FBI NATIONAL ACADEMY



The thirty-ninth session of the FBI National Academy ended on October 1, 1948, with the graduation exercises at the Departmental Auditorium, Washington, D. C. Having successfully completed their 12 weeks' course of training, 52 selected law enforcement officers received their diplomas from Assistant Attorney General A. Devitt Vanech.

The graduating class, in addition to officers from 28 States, included Francis Berteldo DeMello, Lieutenant, County of Maui Police, Territory of Hawaii, Luis Belez-Feliciano, Fingerprint Technician, Insular Police Department, San Juan, Puerto Rico, and Master Sergeant Dougal Harvey, U. S. Marine Corps. The president of the class, Sheriff John Claussen, Napa County, Calif., addressed his fellow graduates.

Dr. Cloyd Heck Marvin, President, The George Washington University, Washington, D. C., and Dr. Ralph W. Sockman, Christ Church, New York City, were the principal speakers.

In his address, Dr. Marvin stated:

We live in a somber period in human evolution. A period of underhanded strife. A period of the development of nonmoral, collective entities. A period, which, if the trends persist, will be one of regression of true civilization. In such a day, you, as representatives of the good in our social order, must help weed out or stultify the work of those who would destroy man's chance to ascend to a recognition of God that is within us. To this task you are dedicated and as you deal with the problems of restraint and justice in support of this understanding, I can hear you say, with head held high,

"No coward soul is mine; no trembler in the troubled world."

Dr. Sockman based his remarks on "The Honor of the Service," from which the following excerpt is taken:

As the international scene becomes more disarranged, it becomes more imperative to preserve the stability and integrity of our domestic society. A peaceful, orderly, and socially minded citizenry is our best defense against communism.

We want not a police state in America. We are determined to keep our freedoms. But when we are pitted against police states we must demonstrate that democracy

## 39th Session Holds Graduation Exercises

is both more enjoyable and more efficient than those administered by dictators. To achieve this goal, respect for law must be bred into our people.

The FBI and other law enforcement agencies have made enviable records in tracking down criminals. Yet it is not enough to capture law breakers. We must educate law keepers. Youth must be inspired with the majesty of law and dignity of decent citizenship. They must come to look upon policemen not only as defenders but as teachers.

Have not we Americans the ingenuity and imagination to train many of our juvenile delinquents into allies of law enforcement? The impulses which find vent in gangsterism could be channeled into civic organizations for checking crime. Law-keeping should be so portrayed on the screen and elsewhere as to capture the imagination of youth.

Law enforcement agents are being accorded a higher professional standing because of the quality of the men entering the work. The public is coming to recognize that the best brains are required to match wits with ingenious criminals. A calling that is both high-minded and heroic will not lack recruits.



**Members of the New York State Chapter, FBI National Academy Associates, at the 1948 Retraining Conference, held at Buffalo, June 14-15. Top row, l. to r.: Walter A. Elling, Sheriff, Ontario County, Canandaigua, N. Y., Secretary-Treasurer Elect; Charles C. McCloskey, Jr., FBI, Buffalo, N. Y. Second row, l. to r.: Austin J. Curry, Detective, Buffalo Police Department; John D. Kinsella, NA, FBI, and Loren E. Bidwell, NA, FBI, both of Buffalo. First row, l. to r.: John J. Foy, Detective Sergeant, Buffalo Police Department; Harry G. Maynor, SAC, Buffalo Office; Charles J. Gorman, Lieutenant, Buffalo Police Department, President Elect; Anthony L. Cecere, Detective, District Attorney's Office, Ontario County, Geneva, N. Y.**

# MISCELLANEOUS

## Air Age

The Virginia State Police force has taken to the air as an aid in enforcing the law in the Commonwealth of Virginia.

The organization under Col. Charles W. Woodson, Jr., superintendent of the force, Richmond, Va., has three small planes of a type used by the United States Army for liaison duty and a larger plane used primarily for long cross-country trips and in transporting emergency supplies and prisoners. As a rule its use is restricted to administrative functions.

The Virginia State Police purchased the first planes in June of 1946. The air fleet presently is equipped with two-way, plane-to-car radio communications, and has been used on many occasions. This includes use in connection with the control of traffic in congested areas, usually during an event such as a fair or football game. The planes have been utilized as well in searching for fugitives and lost persons, making aerial surveys of traffic problems, aerial photography, and, of course, as a means of transportation when emergencies develop.

The Virginia State Police have made the air fleet available to the Federal Bureau of Investigation and to other law-enforcement agencies in the Commonwealth of Virginia.

Colonel Woodson believes that the air fleet of the organization serves a very worth-while purpose in the State police enforcement program.



Left to right: Sgt. H. W. Burgess, Col. C. W. Woodson, Tpr. M. H. Kent.

## WANTED BY THE FBI

HAROLD BERTRAM JACOBS,

*With aliases, Harry Allen, Al Armstrong, Harmon C. Crews, A. C. Fleming, Ralph Forbes, Harry B. Jacobs, Clifford J. Martin, Allen Stacey, and others*

*National Stolen Property Act; National Motor Vehicle Theft Act*

In May of 1947 an individual using the name of Al Armstrong attempted to open a checking account in one of the leading banks in Washington, D. C. In opening the account Armstrong presented a check for \$3,200 drawn on a bank in Flint, Mich. After making the deposit officials advised him that he could not write checks against the account until his deposit had actually been collected. However, at his request he was given a blank check book. The \$3,200 check which was drawn on the Michigan bank was returned marked "No Account."

No further word was heard of Armstrong until January of 1948 when the bank in Washington notified the FBI that Armstrong had cashed a check in a Norfolk, Va., bank in the amount of \$650. An examination of this check by the FBI Laboratory identified the writer as Harold Bertram Jacobs, ex-convict.

On January 5, 1948, a complaint was filed before the United States Commissioner in Washington, D. C., charging Jacobs with violating the National Stolen Property Act.

Jacobs was born in Louisville, Ky., of a respected family. At the age of 16 he left home and went to work as a shoe salesman in Kansas City, Mo. In November of 1913 he was arrested on a charge of forgery and was sentenced to serve a term of 2 years. This conviction was the first of a series which culminated in a murder charge.

In February of 1929, Harold Jacobs was convicted of murder at Crown Point, Ind., and was sentenced to life imprisonment. He was finally paroled on April 9, 1946. After leaving prison Jacobs took up residence in Flint, Mich., where he was married on March 28, 1947. The parolee did not, however, long maintain his air of respectability as he soon began passing bogus checks. As a result the Governor of Indiana revoked his parole on May 9, 1947, and Jacobs is now wanted by the Indiana authorities as a parole violator.

The fugitive is a smooth-talking individual, non-



**Harold Bertram Jacobs.**

chalant in manner, and clever. Accompanied by his attractive blond wife, Jacobs has been traveling all over the United States since December of 1947 cashing thousands of dollars worth of fraudulent checks. Since beginning on a large scale in Washington, D. C., he has expanded his check-passing activities to cover Norfolk, Chicago, Cincinnati, Cleveland, Toledo, Detroit, Kansas City, Houston, Chattanooga, Little Rock, Louisville, Memphis, and St. Louis. He was last reported to be in New York City on or about April 25, 1948.

This con-man's mode of operation usually follows, generally, the same pattern. He will enter a bank in a large city and open an account by depositing a check on an out-of-town bank. He is usually told by a bank official that his check will have to clear before he can write additional checks on his account. Jacobs will not dispute the practice but will usually request a check book. He will then proceed to another location and start writing checks on the pending account. Reputable identification is no problem for him. On occasion he has secured membership in a prominent organization, and then flashed his membership card at a bank teller's window, posing as a corporation official or a labor organizer.

Along with his check-passing activities Jacobs often utilizes stolen cars. For example, in March 1948, he rented a 1947 Chevrolet in Toledo, Ohio, and sold it in Arkansas. As a result Jacobs and his wife, Sylvia Slusher Jacobs, are charged with violating the National Motor Vehicle Theft Act in a complaint filed with a United States Commissioner at Little Rock, Ark., on April 3, 1948. Jacobs is also charged with another violation of the National Stolen Property Act in a complaint filed with a United States Commissioner at Houston, Tex., on June 21, 1948.

Information has been received that Jacobs has

in his possession a .32 caliber German-make automatic pistol and he is therefore considered dangerous.

The subject is described as follows:

Age.....	52; Born February 10, 1896 (not verified), at Louisville, Ky.
Height.....	5' 7".
Weight.....	About 140 pounds.
Build.....	Medium.
Hair.....	Brown, mixed with gray.
Eyes.....	Brown.
Complexion.....	Medium.
Race.....	White.
Nationality.....	American.
Education.....	High school, 2 years.
Occupations.....	Salesman, barber, and mill-hand.
Scars and marks.....	Cut scar on center of forehead near hair line; horizontal scar 2½" above root of nose on right side; small cut scar on palm of left hand; oblique scar on right side of forehead near edge of hair.
Characteristics.....	Wears glasses at times with thick lens; well-dressed; soft-spoken; has an air of assurance.
Remarks.....	Subject is known to be traveling with his wife, Sylvia Slusher Jacobs, described as about 32 years of age, 5' 7½", 120 pounds, white, medium build, ash blond hair.
Fingerprint classification...	15 O 29 W 100 I 23 W 000 20

Any person having information which may assist in locating Harold Bertram Jacobs is requested to immediately notify the Director of the Federal Bureau of Investigation, U. S. Department of Justice, Washington, D. C., or the Special Agent in Charge of the Division of the Federal Bureau of Investigation office which is nearest your city.

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### **Missing Son Located**

The FBI Identification Division frequently helps solve problems other than criminal. This is particularly true in the case of missing persons.

Recently a mother in Decatur, Ala., sought help in locating her son from whom she had last heard

in September 1947, at which time he was in Detroit, Mich. A noncriminal record was located on the individual but no address was listed. A missing-person notice was placed in the files.

Shortly after the mother had been advised that the address of her son was not known to the Bureau, a fingerprint card submitted by a railroad company, was received. As a result of the missing-person notice in file against the record of the missing man, on receipt of the fingerprints, the FBI

was able to give his mother his proper address.

The following letter, written March 13, 1948, was received:

I wrote a letter to the address you sent me and I got a letter and picture from my son. I was surely glad to hear from him.

I want to thank you and everyone that helped to find him very much. Your kindness and certainty is appreciated very much and I just want you to know that you have done a wonderful job and I thank you very much. Thank you from the bottom of my heart. Thank you.



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#### CRIME PREVENTION

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- American Tragedy and Plan for Correction, by Ted Schwartz, St. Louis Park, Minn., *Dec. 1947, Vol. 16, No. 12, p. 11.*
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- Boys' Town Hall of Pomona, Calif., *Apr. 1946, Vol. 15, No. 4, p. 13.*

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- Columbus, Ohio, Junior Police Force Organized, *Nov.-Dec. 1944, Vol. 13, No. 6, p. 33.*
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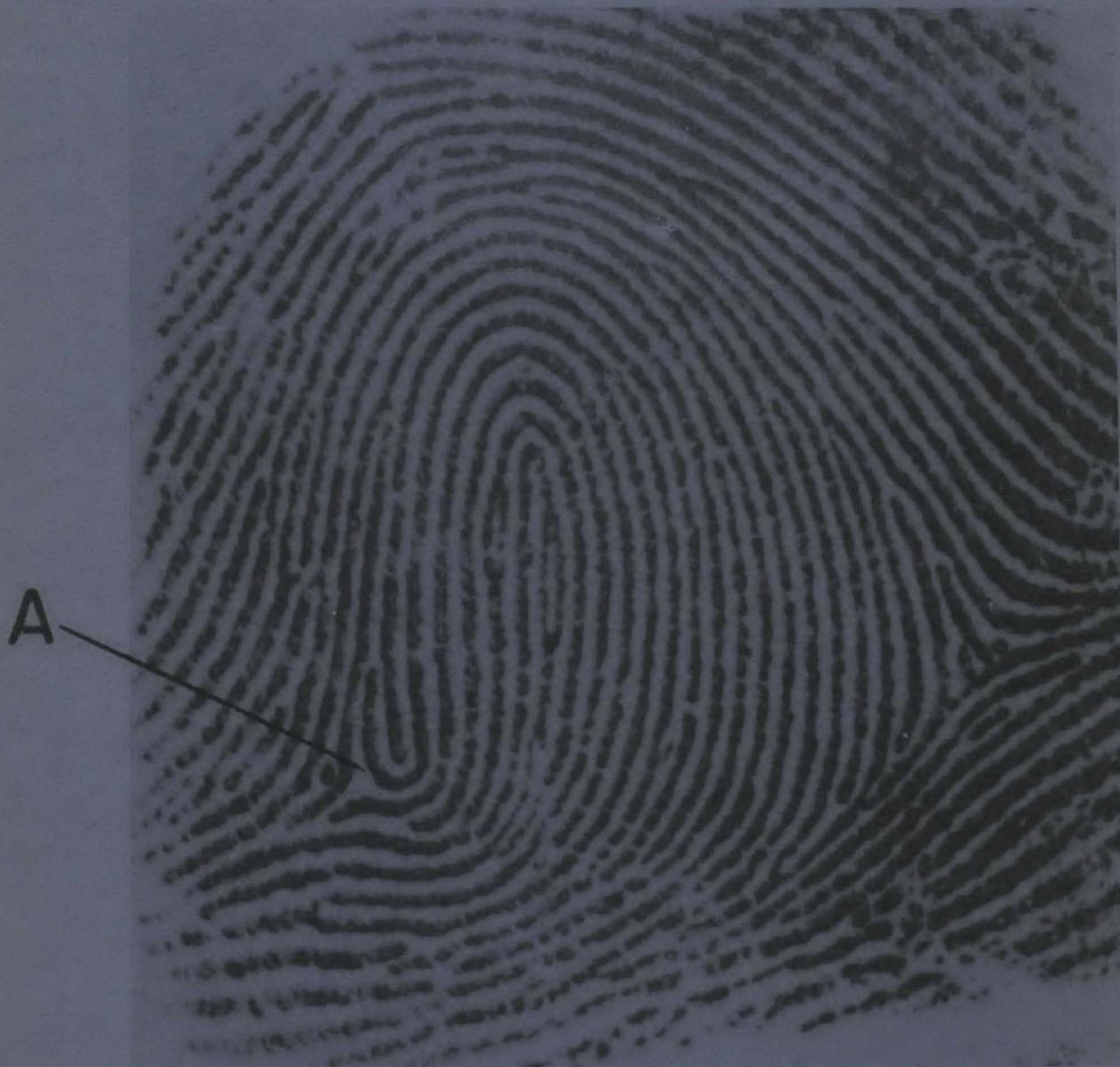
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## *Questionable Pattern*

# FINGERPRINTS



The pattern for this month has the general appearance of a whorl of the double loop type. It will be noted, however, that the left delta is located on the single recurving ridge (A). The delta falling on this recurving ridge eliminates it from consideration and leaves

only the upright loop to be considered.

In the Identification Division of the FBI, this pattern is classified as a loop with eighteen ridge counts.

A reference search would be conducted as a double loop.