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Law Enforcement

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United States Department of Justice
Federal Bureau of Investigation
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December 1, 1951

TO ALL LAW ENFORCEMENT OFFICIALS:

There is surely not an officer among us who is not genuinely disturbed by the indictments and accusations made against other law enforcement officers charged with improper performance of their duties. Whether proven to be true or untrue, these charges tend to reflect discredit on the profession and plant the seed of public distrust of law and officers of the law everywhere. This injures each of us. We are dependent on the confidence and the respect of the citizens we serve. To the extent that we lose that confidence our work becomes more difficult to perform and less satisfactory in its results.

If every officer and law enforcement agency must suffer in some degree from charges made against other officers, we cannot afford to take a passive view, shrugging the matter off as none of our business. We know that the vast majority of officers are good citizens and conscientious public servants. But knowing it is not enough; we must prove it.

I believe it is the duty of every officer in every law enforcement agency to take a personal interest in maintaining a high standard of conduct within his organization. To do otherwise invites public disgrace. The traitor to ethical standards of law enforcement will eventually be discovered, but often not until he has brought a great deal of harm to both the public interest and the reputation of his organization and fellow officers. We should separate such elements from the profession at the earliest opportunity.

No matter what laws are passed or rules made, public service still demands the highest in personal integrity. We must demonstrate that the men in law enforcement have it in abundance.

Very truly yours,

J. Edgar Hoover
John Edgar Hoover
Director



FEATURE ARTICLE

Typical Nightly Broadcast

KMA 384—to motors—20, 21, 22, 23, and 24 . . . Vicinity of Holt and White Avenues—Hot Rods Racing and Creating Disturbance.

This was typical of the nightly broadcast over the police radio, and a serious problem confronting the Pomona Police Department as well as the departments of other cities in southern California.

Control Efforts Fail

The hot-rod problem has been with us a long time. Engendered by a keen spirit of competition between each owner of a hot rod, an extremely hazardous condition resulted by the use of residential streets during dark hours for race-track activities. Needless to say, this caused many complaints from irate citizens demanding the hazards to their safety and the disturbance to their homes be stopped. Public sentiment aroused by lack of control caused large-scale drives against "hot rodders" by law-enforcement officers in southern California. In some cases, traffic court judges accompanied law-enforcement officers from several cities in the greater Los Angeles area to the scene of hot-rod activities to make mass arrests of the large number of "hot rodders" competing.

The problem was of such magnitude the California State Legislature enacted legislation making it unlawful for any person to participate or be in attendance at such illegal races. This also had negative results in controlling the ever increasing hot-rod activities. Many fatal accidents occurred as the result of a young hot-rod enthusiast trying out his "souped up buggy" at every opportunity.

Join Them

In 1949 several of these young hot-rod owners formed clubs of their own and designated them as the "Spooks," "Choppers," "Cam Twirlers," etc.

Pomona Police Join Forces With "Hot Rodders"

*by RALPH E. PARKER, Chief of Police,
Pomona, Calif.*

They had no real organization, and meetings were usually held at the home of one of the members, or at the local drive-in restaurants. The prime purpose of the gatherings was to discuss hot rods and to decide upon the location of the next race. Every effort to control them failed, and it became apparent that the old adage, "If you can't control them—join them" was the only approach not tried. As a final and desperate effort this plan of action was adopted.

Traffic Officer E. J. Coons of the Pomona Police Department, a racing enthusiast himself, was appointed liaison officer between the Pomona Police Department and the hot rodders. In contacting the different clubs and explaining the nature of complaints received by the police department, yet showing an interest in their activities, Officer Coons established a spirit of understanding and fellowship among them. Some progress was noted in the initial stages. In one of the many meetings with Officer Coons, it was decided the police department would donate the use of the Officers Club rooms one evening a week for the "hot rod" club to use as a meeting place. This move proved to be very advantageous, as it brought the hot rodders and the police department closer together, and afforded an opportunity for each to gain a more thorough understanding of the other's problems.

Honorary Member and Advisor

In appreciation of his hard work and patient understanding, Officer Coons was made an honorary member and advisor to the club. He immediately undertook an extensive safety program, showing safety films and giving talks to the club members on traffic safety. Life was injected into the club by introducing a well-rounded program of supervised activity. Such activities included poker runs, secret destination runs, time runs, and planned group tours, all being conducted with particular heed to safety rules.

The first attempt was a poker run, which was set up by Officer Coons and wound up at his home where the group enjoyed an outdoor barbecue. They were so pleased with the event they made plans for other such events in the future. They decided to have at least two such runs and possibly one planned tour each month.

Point System Adopted

To stimulate interest further, an activity chart was set up to bring out the spirit of competition. A point system was established. Each club member could gain points by means of winning one of the planned runs. The winner would receive five points and each member participating received one point. The member who planned and set up the run received the same points as the winner. Other methods used to win points were by bringing new members into the club and also by the cleanliness of cars and the strict maintenance of safety features. A member could lose as well as gain points. If he received a citation for any moving violation of the Vehicle Code, he lost a hard-earned 10 points. All of the rules were officially adopted by the club. Under an honor system, each club member receiving such a citation would report it at the next meeting. This feature has proven very successful.

The incentive used to stimulate interest in acquiring the most points was in the shape of a large "Perpetual Activity Trophy," which is awarded to the winner semiannually. This trophy was donated by a local business firm and has become the pride of the club. As a bit of advice to future organizers of such clubs, it might be well to have the trophy donated by members of the police department. This could well be the means of providing a stronger affiliation and also act as a means of a better relationship between club members and police personnel.

There was such high competitive spirit and interest among the club members that membership was tripled in a short time. The activity chart and point system were largely instrumental in decreasing the number of citations issued to "rodgers" and complaints received.

Runway Trial Strip

For approximately 15 months this type of program was carried on until a general need was



Chief Ralph E. Parker, Pomona, Calif., Police Department.

felt for a runway trial strip where members could really "blow out the cobwebs." A search was begun for an ideal location to hold drag races. Many prospective sites were reviewed but not accepted because of safety hazards. Several airport land owners and highway officials were contacted concerning abandoned road strips without success. Finally, after much discouragement, the club leased an air strip at the Fontana Airport. This location was ideal; it was near a main arterial highway, yet in a thinly populated district.

Problems to Meet

After completing all negotiations with the airport manager, it was learned that San Bernardino County, in which the airport is located, had an ordinance prohibiting racing in the county. Two meetings with the county supervisors were necessary to convince them of the program's soundness and the need for amending the ordinance.

The program was explained and several letters from chiefs of police and highway patrol officials

commending the program were submitted in support of the request for authorization to race. The same procedure was following in contacting the regional office of the Civil Aeronautics Administration which has jurisdiction over airport safety. Permission was also obtained to use the air strip for racing. But the difficulties were not over. There was the insurance problem. Various insurance companies were contacted, with no results, until a Pomona insurance broker succeeded in obtaining the necessary insurance coverage in the amount of \$100,000/300,000 public liability and \$50,000 property damage.

Ready for Business

At last, the "Choppers" Club was ready for business and officially "dug in" on April 1, 1951. The first racing program was declared a success. The operation of the track on a business basis required personnel and, again, the "Choppers" came through, donating their time and services to make their new enterprise a real success in the eyes of the public—a public still skeptical of hot rodders and their activities.

Fontana Racing Association

Favorable publicity was engendered almost immediately, and many requests were received by the Fontana Racing Association for information concerning the organization and development of the association. The following outline of procedure was drawn up in the hope of answering a few of the questions. If, in this outline, any questions

remain unanswered, please feel free to write and ask them. Also, if any reader has suggestions for the improvement of this program, please forward them to the Fontana Racing Association, in care of Pomona Police Department.

Creating a Drag Strip

Many problems are encountered in developing and maintaining a drag racing strip. First and foremost is the proper locating and preparation of the strip. The location should be one in which there are few residences due to the unavoidable noise, and yet it should be near a main artery or well traveled road in order to avoid complicated traffic conditions. For the strip itself, a solid base asphalt topping is preferred, or concrete if available, due to excessive wear caused by the sudden starting and stopping of the vehicles. Also, this will eliminate dirty, dusty track conditions.

Personnel

The operations of the track, and personnel attached, are as follows: At public entrance gate, two men act as admission takers, and directors to parking area. At gate "H" two men are stationed. One is a qualified mechanic who governs the safety inspection of all racing vehicles. This inspection includes construction of vehicles, brakes, steering apparatus, and tire conditions. His assistant numbers the cars with auto polish, collects the entry fee, has applicant sign the entry blank, stamps hand of entrant for validation purposes, and issues an elimination tag.

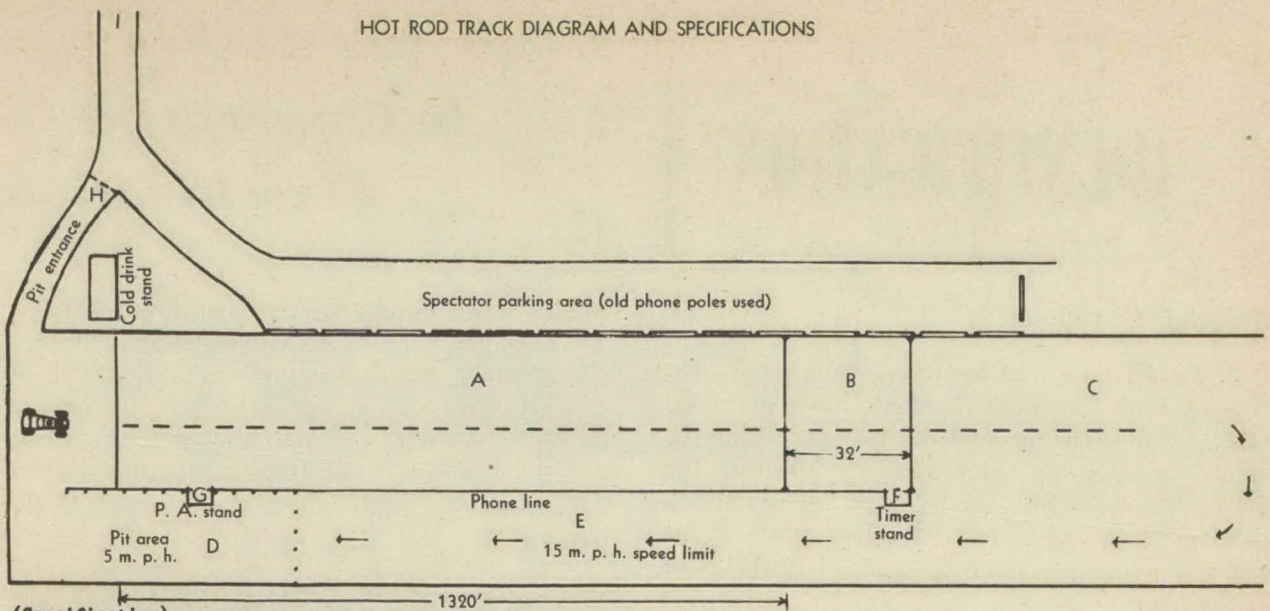
The Race

At the starting line there is one official who checks each entrant for qualifying stamp mark and elimination tag. He also instructs them as to the track procedure, and then turns them over to the "Flagger" who is standing on the center white line approximately 150 feet from the actual starting line. The flagman has two flags, a red one and a green one. As the controller of the track, his duties are to see that the track is clear, all other posts are ready, and until everything is secure, the red flag is up. When clearance is assured he waves flags in a "come on" gesture indicating that the "on line" vehicles should start their roll. When flagman is sure of an even start, he waves the green flag indicating the race is on. However, if the red flag is



Two hot rods being flagged to a start for a drag race.

HOT ROD TRACK DIAGRAM AND SPECIFICATIONS



(Specification)

- A. 1/4 mile speed strip.
- B. Timing area.
- C. Stopping area (1300 ft. pavement 600' of dirt.)
- D. Pit area (open at both ends so cars do not have to cross track.)
- E. Return strip from stopping area "C".
- F. Timer stand (6' above ground accommodates 2 officials).
- G. Public address stand (accommodates 3 officials).
- H. Pit entrance.
- I. Admission gate.
- J. Spectators parking (protected by telephone poles located 100' from dotted guide line).

Diagram and specifications of Hot Rod Track.

waved before vehicles pass him, the cars are recalled to starting area.

The public address stand announces all cars and drivers as they come to the line, and by means of Navy sound power phones (available at surplus stores, \$7 complete set) obtains all times from the timer stand and then announces this time and enters same on official blackboard attached to stand. This operation is best done with three men—one announcing, a time sheet recorder, and a blackboard attendant.

Timing the Run

At the time stand the two officials handle the operation of the timing device, one recording the number and time of the winning car and phoning the information to the public address stand. The other official handles the actual operation of the timer.

After the run, the elimination tag is collected from the driver by an official stationed in the return strip to the pit area. Upon returning to pit area, the driver can observe his official time at the P. A. stand.

Schedule

The following schedule has been used satisfactorily at the Fontana strip. All gates are opened at 11:00 a. m. and cars may operate singly or in competition until 3:30 p. m., after which time the pit is closed to further entries and the eliminations are started. All racing is then competitive until there is but one car left in each class. This car, the winner, receives a trophy.

Rules and Regulations

During the daily activity, the following rules and regulations are broadcast over the public address system:

1. At no time shall anyone cross the track, and all spectators who enter the pit area must enter through the pit gate entrance behind the starting line.
2. All cars participating must obey the flagman, and if a run is made against the red flag the guilty person is ruled from the track for the balance of the day.
3. The back stretch or return strip to pit area is for one way traffic only, and a maximum speed of 15 miles per

(Continued on p. 12)

IDENTIFICATION

Loops and Arches in Fingerprint Classification

Related Problems

Previous FBI Law Enforcement Bulletins (July, August, and September, 1951) have discussed phases of fingerprint identification concerning the delta, the core, and ridge counting. Within the discussion of the core, the technical aspects of appendages were explained as to their effect on the sufficient recurve, one of the basic characteristics of the loop.

Many questions arise and are involved in the classification of the loop type of pattern and the tented arch as they often resemble each other in appearance. Strict adherence to existing rules and a close examination of each pattern are necessary in order to differentiate between the two types and give the pattern its preferred classification.

In the October, 1951, issue of the *FBI Law Enforcement Bulletin* there was a discussion on the arch group of fingerprints which included the tented arch approximating a loop, i. e., possessing two of the basic characteristics or essentials of a loop but lacking the third. It is felt that further examples in addition to those in the preceding dis-

cussion will aid materially in identification work. The examples in this issue will be loops and tented arches which, because of their formation, will be given the preferred pattern type and referenced to the other type with an explanation as to the reason for the reference and the extenuating factors which may change the physical appearance of the pattern.

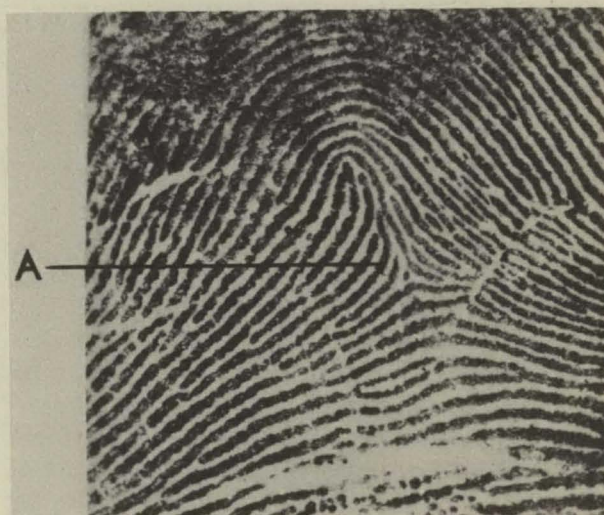


Figure 2.



Figure 1.

Why Reference?

The factors which may make referencing necessary are: variation of individual judgment, amount of ink used in taking impressions, amount of pressure exerted when the impressions were taken, foreign particles embedded between ridges, etc.

Figure 1 is a tented arch referenced to a loop. It has a sufficient recurve and a delta, but lacks the third requirement of a loop—ridge count across a recurving ridge. It will be noted that if a line were drawn from the left shoulder of the recurve to the bifurcation which forms the delta, no ridge count is obtained. The loop reference is necessary due to the possibility that pressure exerted when taking the impression may make the recurve appear vertical with the delta, giving a possibility of a ridge count.



Figure 3.

In Figure 2 the pattern appears to be a loop, but, after close examination it will be noted that ridge A is not a continuous ridge but ends abruptly and does not form a bifurcation with the type line. This pattern would be given the preferred classification of a tented arch and referenced to a loop. If, when this impression was taken, the finger were too heavily inked, too much pressure exerted, or some foreign particle were present at the top of the ending ridge, it could appear as a bifurcation, thus fulfilling the requirements of a loop.



Figure 5.

Figure 3 is a loop referenced to a tented arch. The recurve, although having an appendage between the shoulders, is not spoiled because it does not abut upon the recurve at a right angle. Too much pressure in taking the impression of this pattern may give the appendage more of an angular appearance.

Figure 4 is a tented arch referenced to a loop. This pattern has a sufficient recurve and a delta, but does not have a ridge count across a recurring ridge. Upon examination, it will be noted that the recurve has a definite break before it crosses

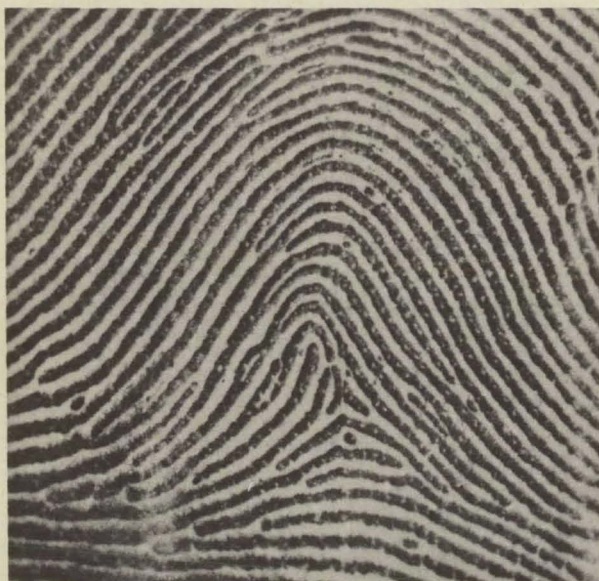


Figure 4.

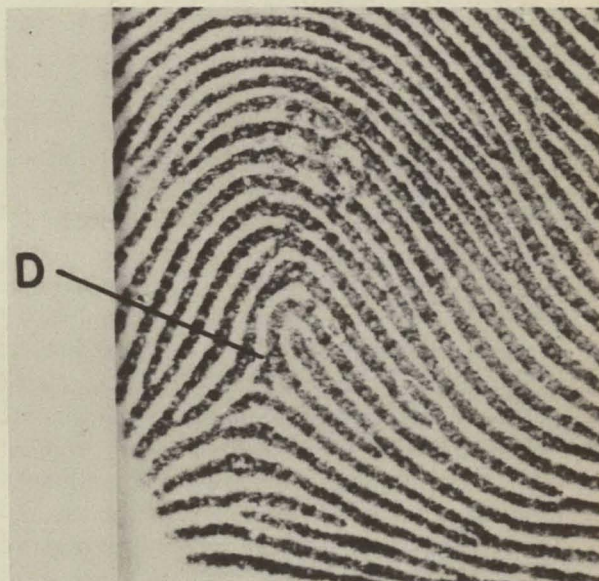


Figure 6.

a line drawn between delta and core. The loop reference is necessary for if too much ink were used in taking the impression, or if foreign particles were present at the ridge break, it may appear as a continuation of the recurve between delta and core.

Figure 5 would be given the preferred classification of loop, but it will be noted that there are fragmentary ridges around the recurve. Between the shoulders of the recurve and the type line there appears to be a ridge fragment which nearly fills the white space. Too much pressure, ink, or presence of foreign particles at this point could very easily make it appear as an appendage at a right angle upon the shoulders of the re-



Figure 7.

curve. Therefore, it should be referenced to a tented arch.

Figure 6 appears to be a loop. However, the delta is located at the point marked D and when the core and the delta are "lined up" no ridge count across a recurving ridge can be obtained. This pattern would be given the classification of a tented arch and referenced to a loop, as too much pressure or variation in the amount of ink used when taking the impressions may make it impossible to obtain a ridge count.

In figure 7 the recurving ridge is spoiled by an appendage abutting upon its shoulder at a right angle. Therefore, it cannot be considered a sufficient recurve, a requisite of a loop. The pattern would be classified as a tented arch and referenced to a loop. Light inking may make the appendage appear as a dot, which may not be considered as

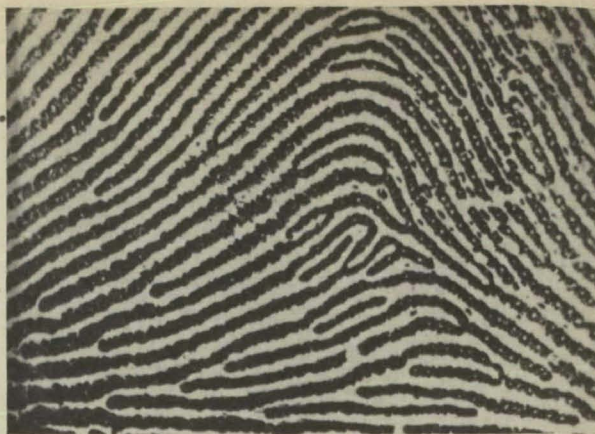


Figure 8.

an appendage because dots do not have direction. Also with light inking it may not appear sufficiently elongated to be considered as an appendage.

In figure 8 the delta would be located upon the recurve, eliminating the possibility of obtaining a ridge count. Therefore, it would be classified as a tented arch and referenced to a loop to cover the possibility of foreign particles becoming lodged between the type lines, thus making it appear as a delta free of the recurve.

Figure 9, although having three recurving ridges, cannot be given the preferred classification of a loop, as none of them may be considered as a sufficient recurve. Each recurve is spoiled by one of a series of appendages which abut upon the innermost recurve at a right angle and continues at right angles through the surrounding recurves to the type line. It would be classified as a tented arch and referenced to a loop.



Figure 9.



The Role of Traffic Courts in Our Society¹

by ELMER LOUIS KAYSER, Ph. D., LL. D., *Dean of University Students, the George Washington University, Washington, D. C.*

A Nation in Movement

We are apt to take too narrow a view of this traffic business. Traffic is nothing more or less than a nation in movement; citizens at work, citizens at play, goods in transport, mobile services. All this together is traffic. It is continuous and it is everywhere, all the time. Mobility is one of America's major assets in the struggle for existence.

America's Inventive Genius

Mobility has been insured by America's inventive genius in producing the machines for the modern transportation of men and commodities. But the instruments of mobility by the very pressure of their numbers can reduce mobility and induce stagnation. The answer is not only regulation and enforcement. It is also education, education on the widest possible scale and through every conceivable device.

The Heart of the Problem

Our nation's traffic courts stand at the very center of our problem. Let's back them as we never have before! Why?

In the first place, you and I well know that our courts stand as cornerstone and as keystone in our constitutional structure. In a court, the defendant sees the full power of the state focused directly on him. His judgment of his government is largely shaped by the way he thinks it treats him. Here is an instrumentality which can deprive him of his liberty or abridge it, which can levy on his goods. In a court, law and government jump out of the books and become very pressing facts. Far more of our citizens and particularly our younger citizens know courts in general through the traffic courts than through any other branch of our judicial system. Let us de-

mand that they put on the full habiliment of real courts. The importance of their function and the extent of their revenue justify dignified, commodious and appropriate court rooms. They justify alert, intelligent and trained judges and court officials. In short, let us see that they get the support, financial and legislative, to look like real courts. The improvised courts and the improvised judges of a more backward age have no place today.

Drive for a real court and back it. It is as much a part of your educational system as your schools, as much a part of your life-saving agencies as your hospitals or of your property-saving devices as your fire department. Treat it as well. The traffic court is an instrument of constitutional



Elmer Louis Kayser, Ph. D., LL. D., Dean of University Students, the George Washington University, Washington, D. C.

¹ Based on an address delivered before the 17th Annual Virginia Safety Conference, Norfolk, Va., May 25, 1951.

democracy at work. It is a living illustration that we are a society living under law. It can dramatize, it must dramatize, the fact that that law is just and equal, ready and effective. It must show that with us government has dignity and stance. It must proclaim by word and deed that it has the same zeal in defending the innocent that it has in condemning the guilty. Get the right kind of courts and back them. Remember the traffic court is government in a test tube. Never let it by its housing, its procedure, its callousness to true justice make it suggest those so-called peoples courts behind the Iron Curtain. Don't forget it is a vital part of your educational system in the American Way.

Education Necessary

But education does not end there. A violation of a traffic law is like the violation of any law, an offense against society. Never let it appear that traffic violations fall in some special category, some judicial limbo. Unfortunately, law-breaking begets law-breaking. The easy and frequent compounding of minor infractions is the best of all ways to lead to major infractions and calloused defiance of all law. We can still stand many more lessons and much more serious instruction before we become basically and intrinsically a truly law-abiding race.

Where Crime Begins

It is hard to tell who may become the beau ideal of our children. The gangster who passes like the salamander, unscathed by the fires of law enforcement, may be the undesirable model for youthful adventure. Violation and defiance of traffic law are as good a way to start apprenticeship in crime as another. Traffic violation and car theft go hand in hand. Car theft is the graduation exercise for big-time criminal operation.

Traffic Courts' Best Friend

The school system should be the traffic courts' best friend. The traffic judge should make himself available not as a matter of courtesy or civic duty, but as a matter of professional obligation to the schools for addresses before school assemblies, faculty and P. T. A. meetings. Schools should be encouraged as a part of their courses in civics or

community problems to have their students visit traffic courts and hold moot courts of their own.

Inculcation in law abiding is a slow and tedious process. It is grounded in a respect for life and property. Let us never think that we can relax for a moment in the fight to banish brutality and destructiveness. We must remember always that education is a long process. It begins before the schools and continues after them. Life is just a prolonged period of education for us all. So, I include the adult as well as the youth.

The great marvel of modern medical science is the growth of preventive medicine. Something of that point of view and philosophy might well carry over into the traffic courts. The best traffic court obviously would be one which was so efficient in its job that it made itself unnecessary.

Appeal for Better Traffic Courts

I appeal to you gentlemen of the bench to rise to a new dedication to service: to see your job as that of keeping an orderly America moving in work and play without danger to life or property. I appeal to you, my friends on the enforcement side, to remember that you represent the law in all its majesty. Reflect that in your bearing, your manner, your public relations. Use every device which modern science has created to analyze your problem and meet its demands. Give traffic enforcement the firm understanding and social poise of a true profession.

And, finally, I must appeal to my fellow-laymen. Back your traffic courts. You have created them. If you did the job right, they ought to merit your respect. If you did not, whose fault is it? It is time you got busy. You support these courts and the enforcement agencies back of them with your money, your hard earned cash taken out of your pockets by taxation. If we ever could waste tax money, that day is over. Let's get a hundred cents of value plus, out of every tax dollar.

Conclusion

What are traffic courts for but to protect your life and your property? Give them your financial support by influencing your legislative bodies if they try to starve them out. Agitate so that you have the laws on the statute books which your courts need to function. And start right at home by being a law-abiding citizen yourself. Back your traffic courts.

NEGLIGENCE IS A KILLER

Negligence of drivers and others killed 26,071 victims during the 5-year period, 1946-50. *This does not include traffic deaths due to the victims' negligence.*

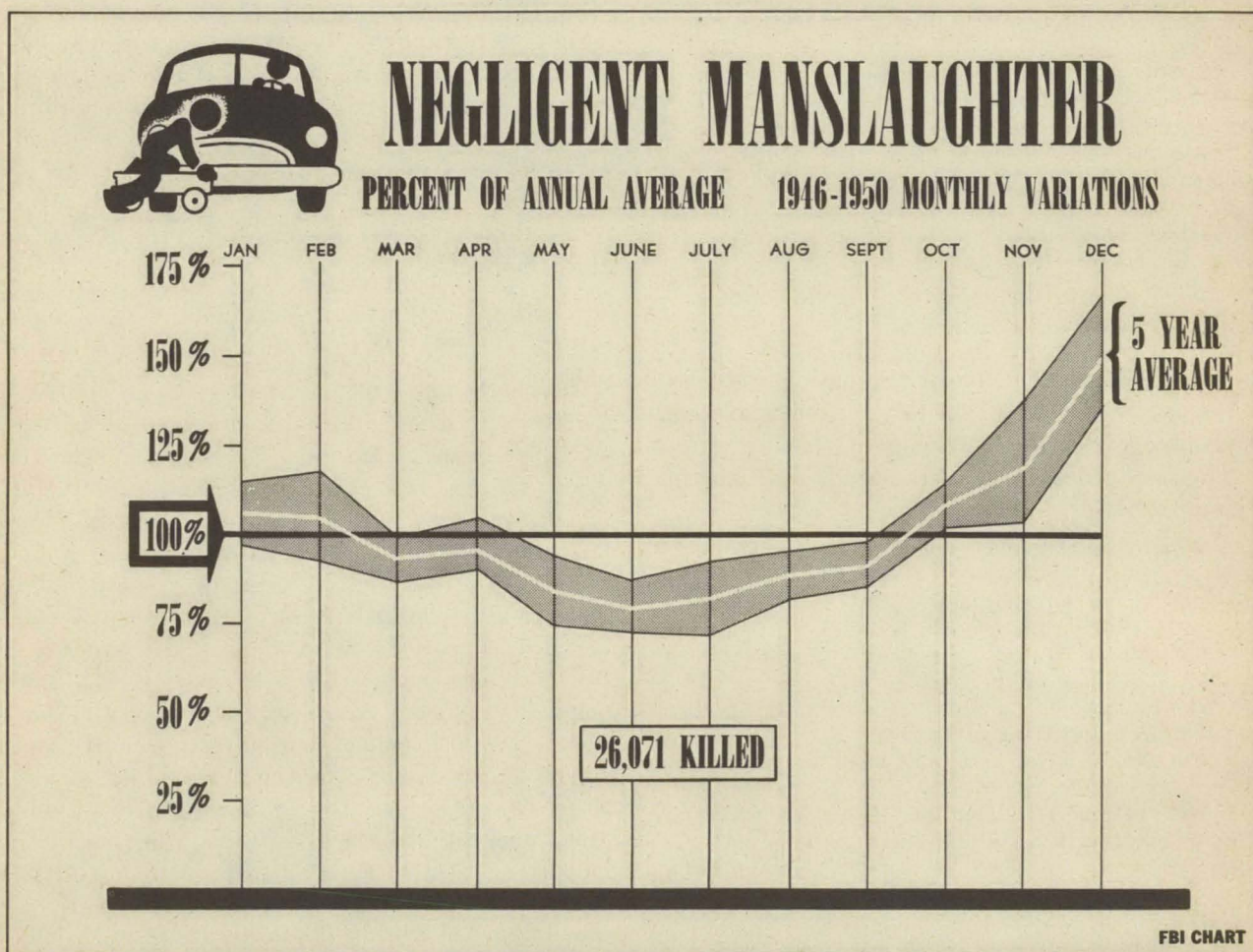
The Uniform Crime Reports Bulletin published by the FBI contains data pointing to the most dangerous months in traffic. The negligent manslaughter offenses for the most part grow out of traffic fatalities. Monthly variations in crimes against the person show that murder, rape and aggravated assault tend to increase during the warmer months of the year. Negligent manslaughter deaths do not follow this pattern. The accompanying graph reflects the low point in negligent manslaughter deaths for the 5-year average to be in June, but June was the low for one year only, 1950. July was low in 1946 and 1947, while in 1948 the low was in August; but in the following year 1949 it was in May.

Without exception December was the high in negligent manslaughter deaths for each of the 5 years, 1946-50. Year after year it has been observed that traffic fatalities are most frequent during the winter months.

It will be seen in the graph that a very definite pattern of deaths exists. The graph plots the high and low for each month during the 5-year period, as well as reflecting the average for 1946-50.

An encouraging decrease in the cities of 3.2 percent in negligent manslaughter occurred during the first 6 months of 1951 as compared with the same period of 1950. However, rural negligent manslaughter increased 21.3 percent.

With this crime pattern before them, local police administrators can determine wherein the local problem differs from the national. A study of local experience as reflected in the individual



accident reports would, of course, guide the individual city in its planning to combat this very serious problem. To remove potential killers from behind steering wheels will need, undoubtedly, a variety of police action. Traffic engineering and informed drivers will detect and correct many normal hazards. But the abnormal hazard, the thoughtless and negligent driver, apparently is discouraged only through consistent enforcement of traffic violations coupled with stringent driver's license requirements.

"Hot Rodders"

(Continued from p. 5)

hour is permitted. In pit area itself, the speed limit is 5 miles per hour.

4. In elimination runs, the car on the right has pole position and acts as a pacemaker during the starting roll. Car on left must maintain an even position until green flag signal is received.

5. At no time is any vehicle allowed to start from a dead stop.

6. During eliminations, all vehicles are required to run in their respective classes.

7. During eliminations, if a vehicle turns off the course between the start and the timer, it is automatically eliminated.

The above listed rules are broadcast at intervals throughout the program to make sure all participants are aware of track rules.

Classification Breakdown

In classification of the participating vehicles, there is a breakdown of the cars into seven classes, and motorcycles into two classes.

The following classes are established at the Fontana Strip:

1. Motorcycles having 39 cubic inches or under are as A class.

2. Motorcycles 40 cubic inches and over are of the B class. Signified by the letter B beside number.

3. The 1940 model coupes are classified as "light" and a large "L" is used by the number.

4. The 1940 model sedans are of the same classification and use the same lettering, "L."

5. The 1941 model coupes, and later, are classed as "heavy" and are designated by a large "H" by number.

6. The 1941 model sedans, and later, use the same "heavy" classification and "H" lettering.

7. All roadsters are classified as roadsters (no identification mark due to easily recognized features).

8. The "modified" class, which includes all cars regardless of body style, with two or more body changes.

Following changes are considered body changes:

(1) Cutting,

(2) Chopping,

(3) Channeling,

(4) Forward streamlining effects,

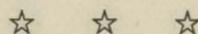
(5) Removal of fenders (does not apply to roadsters).

9. This is called the "four barrel" classification and includes all four-cylinder cars regardless of body style which are designated by large "A" after number. All classification and lettering is done by the assigned official at the pit gate.

A Sound Safety Program

The hot rodders have become a forceful group for the promoting of a sound safety program throughout the community. Their spirit and desire to be helpful have accrued to the benefit of all the traveling public and have channeled the energy of this youthful group along sound and progressive lines. The public's attitude toward the hot rodders is changing, and at each Sunday's program there are many hundreds of spectators who pay a small admission charge of 25 cents to view the events. The best attendance to date at any one event has been eleven hundred spectators. The money derived from the small admission charge is used to defray incidental expenses and purchase equipment to carry on the program. The hot rodder is no longer a problem in Pomona—he is part of a program.

"Nothing succeeds like success" is the slogan of the "Choppers."



During the first 6 months of 1951 a total of 30,179 persons were reported arrested on charges of driving while intoxicated. This was the largest number of arrests for any crime except drunkenness, with 93,205 arrests, and larceny-theft with 36,457 arrests. The largest number of arrests was made in the age group of 25 to 29 years, inclusive. This age group was also higher than any other in arrests for violations of road and driving laws, parking violations and infractions of other traffic and motor vehicle laws. It should be noted, however, that in arrests for driving while intoxicated the age group of 35 to 39 years, inclusive, was a close second with 5,029 arrests against 5,123 for the 25 to 29 year group. Drivers in the 30- to 34-year group were third with 4,968 arrests for driving while intoxicated. This data is summarized from 419,451 arrest records, as evidenced by fingerprint cards received from police by the FBI during the first 6 months of 1951.—*From Uniform Crime Reports, Semiannual Bulletin, 1951.*

CRIME PREVENTION

Minor Crime Wave

A splash in the Willamette River late in the night of January 10, 1951, was the first of several leads which brought 18 youths into the hands of the police, the juvenile probation officer, and the juvenile court of Corvallis, Oreg.

For a period of several months the Corvallis Police Department was plagued by a series of minor thefts and aimless breakings and enterings. None of the crimes were of a serious nature but all were irritating to conscientious police officers seeking to end the minor crime wave.

The splash in the river might have meant a drowning case. When the call came, officers hurried to the scene. Observing footprints in the area and noting the condition of the river bank at the point in question, they concluded that some object had been thrown in the river for purposes of concealment. A pole fitted with grappling hooks helped verify this theory. Two bicycle frames from nearly new bicycles were brought to the surface. All accessories, and wheels, seats, and handle bars, had been stripped from the frames.

Course of Action

Through a search of the file of registered bicycles and stolen files, Capt. James A. Goodman and Officer Eugene Brown secured the names, addresses, and ages of the owners. The two officers then conferred with Chief of Police Cecil W. Fruitt. The first step was to ask help of the high-school principal. At the very moment the officers were approaching the school, a mischievous boy was being questioned by the principal.

It was out of the interview with this boy that the officers obtained further leads which led to the identification of 18 youths, ranging in age from 12 to 20 years.

Confessions

As the questioning proceeded, Corvallis City Police and cooperating Oregon State College campus police brought in boy after boy. The police

Juvenile Roundup Ends Series of Small Thefts

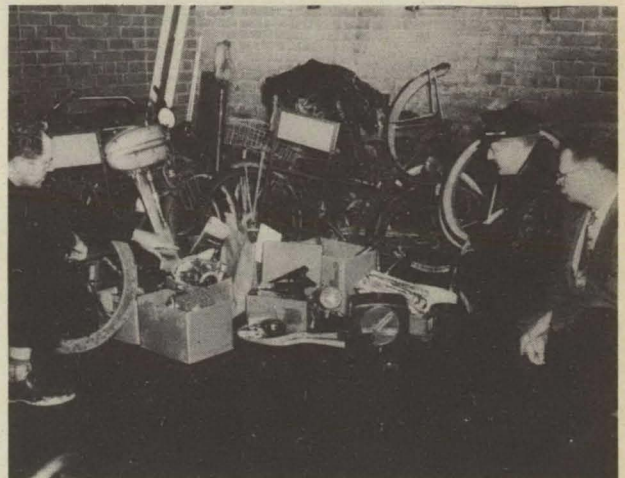
station took on the appearance of a school classroom. Chief Fruitt, assisted by Captain Goodman and Patrolman Eugene F. Brown, questioned and checked each youth. As fast as additional information concerning other suspects and the whereabouts of additional loot was learned, both suspects and loot were brought to the police station in what seemed an endless chain.

Chief Fruitt later advised that the case afforded an excellent opportunity to put into practice much of the training he had received in the Forty-fifth session of the FBI National Academy in connection with arrests, interrogations, and related matters.

Long hours of hard work on the part of police officers, school officials, the local juvenile judge, and the juvenile probation officer followed.

Recoveries

There were recovered 362 separate stolen articles, mostly of small sales value but totaling approximately \$1,500 (exclusive of two cars valued at \$3,000). Most of the articles were found to have been stolen by means of shoplifting and were unreported. The following were cleared from the



Left to right: Chief Fruitt, Captain Goodman, and the principal of the Corvallis High School check a portion of the recovered loot.

files: 4 1949 break and entries; 5 1950 break and entries; 4 1950 grand thefts; 1 1950 auto theft; 1 1951 auto theft; 17 1950 petit thefts; and 5 1951 petit thefts.

Final Action

Of the group taken into custody one 22-year-old youth was sentenced to the State penitentiary. His sentence was suspended and he was placed on a long period of probation. Two juveniles were sentenced to Woodburn, boys' training school for the State of Oregon, for the terms of their minority. Six additional juveniles who were sentenced to Woodburn received suspended sentences and were placed under supervision of the Benton County juvenile parole officer. One juvenile was placed directly on parole to the officer by order of the court, and eight juveniles were placed on a voluntary probation schedule.

The juveniles involved were made to realize the gravity of their actions and were forced to consider their obligations to society. A decided drop in thefts followed the cooperative action of the interested authorities.

Idaho Sheriff Sponsors Boys Club

When Sheriff W. W. "Bill" Hays is asked what his hobby is, he immediately replies with one word, "juveniles." He has been sheriff of Nez Perce County at Lewiston, Idaho, since 1941 and served as a deputy sheriff for 7 years prior to that.

In June of 1945, "Bill" with two other local



Sheriff W. W. "Bill" Hays with some of the members of the Boys Club of Lewiston, Idaho.

men embarked on a plan to organize a program for boys. Juvenile delinquency appeared to be increasing in the area and Sheriff Hays knew something constructive must be done. He believed that if juveniles have the proper training in early years, society reaps invaluable dividends.

Club Building

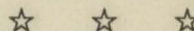
At the first meeting approximately 200 boys were present. The membership has grown to over 400 boys. Because of its immediate success, the organization outgrew one temporary meeting place after another. In February 1948, a drive was started among the citizens of Lewiston to raise funds for a building. Approximately \$30,000 was realized. A club building was started, and interested citizens of Lewiston donated labor and material. The city donated \$2,500.

The building houses such recreational items as pool tables, ping-pong tables, shuffle board, badminton, and punching bags. It has a basketball court and plans for the future call for a hobby shop, mechanical shop, library, and club rooms. The club was built on ground adjacent to the city swimming pool.

Curbs Delinquency

Sheriff Hays feels the program has had a great influence in curbing juvenile delinquency in Lewiston. The organization is now known as the "Boys Club of Lewiston." Twenty-four local men from all walks of life now serve on the board of directors, and Sheriff Hays has been made a lifetime honorary member of the board. The organization is in the process of affiliating with the "Boys' Clubs of America."

It is Sheriff Hays' opinion that discouraging crime is one of the chief obligations of law-enforcement officers. He also stresses the necessity of courtesy on the part of law-enforcement officers in the performance of their duties. Hays is a past president of the Idaho Peace Officers Association and is a member of the board of governors for the National Sheriff's Association.



At the end of July 1951, traffic deaths since the advent of the automobile totaled approximately 983,000. It was calculated that the millionth death would occur in December 1951.—*From Public Safety.*

Bismarck Safety Patrol

Officers and citizens of Bismarck, N. Dak., take pride in the organization of their bicycle and school safety patrols. They believe grade school children should have a part in handling their own affairs, with moderate supervision.

The first bicycle and safety patrol was organized in 1938 by the present Chief of Police, D. E. Schoeneman, who was then a patrolman in the department. The patrols have functioned since then with only a slight interruption by the past World War. The results have been very satisfying. To date no fatalities have been recorded among children going to or coming from schools, or from riding bicycles on the city streets.

Organization

When the first patrol was organized a mass meeting of all grade school children was held and members of the patrol were elected from the floor by the students. Captains and lieutenants were elected from the chosen group to supervise the functions of the patrols. Each member was given a violators' ticket book and youth courts were originated and a list of penalties composed. This system functioned very well but took a great deal of time to supervise by the police department.

It was noted that the teachers in their respective schools were not included in the supervision of the safety patrols, and a new system of organization was formulated.

Supervision

Patrolman W. Thompson was assigned by Chief Schoeneman to supervise the functions of the patrols in 1947. At that time the safety patrols were reorganized to allow more direct supervision by the principal in each school and less supervision by the police department. Now, instead of a mass meeting of all students to elect members to the patrol, each school elects its own safety patrol and chooses its own captains and lieutenants who oversee the functions of each school patrol.

Patrol Courts

There are now 139 members of the safety patrols which function in Bismarck's seven public and two parochial schools, each having its own officers and courts. Officer Thompson meets with the

leading officers once each week to go over their problems. Bicycle and safety courts are held at the same time and the senior officer of the school is the acting Judge. One of the other patrol members acts as court bailiff and the complaining officer is present also in court. Officer Thompson only assists in the procedure of the court. It has been noted that these courts are effective and respected. The penalties are all the same for each offense and all the students in their respective schools are handed a copy of them at the commencement of the school year. If the student feels the Judge's action is not justified, the principal is called in and the complaint reconsidered.

To be eligible for membership in the safety patrols it is necessary that students be above the sixth grade, have passing marks, and sign a pledge along with the parents that they will carry out the rules of the organization. It is therefore an honor to be a member of this patrol and the members are respected accordingly. At the end of each school year the members are given a certificate signed by the superintendent of the State patrol, the State highway commissioner, and the police department.

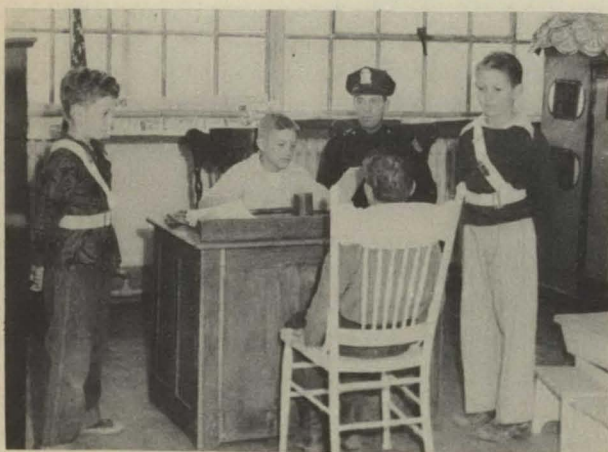
Functions

The functions of the Safety Patrols are many, but the main purpose is to move students to and from the schools in groups and to enforce city ordinances without a formal arrest. Other func-



Chief of Police Donald E. Schoeneman.

tions include: detecting unlicensed bicycles, placing intersection signs at schools during the day, and giving juvenile offenders tickets for infractions of bicycle rules, i. e., riding without lights, riding on the wrong side of street, riding double, etc. The members, too, are very valuable to the police department on traffic drives in such matters as handing out printed material in the downtown areas or running errands in general. During the summer months the safety patrols concentrate mostly on bicycles and in the spring of the year it is not unusual for members to impound 25 bicycles in one day. Effectiveness of the patrols is indicated by the fact that this number dwindles to perhaps only five a week by the time school starts in the fall of the year. All bicycles are held at police headquarters and are released



Bismarck patrol court in action.

twice each week by Officer Thompson, assisted by members of the patrols. The patrol members are also active in the location of stolen or lost bicycles.

To keep interest in the patrols and to show gratitude to its members the police department arranges free shows, picnics, and bicycle races for them. At the bicycle races and parades, the safety patrol members assist and take part. A local store sponsors the bicycle parade and all entries must have their vehicles inspected before they are accepted. This gives the police department a yearly check on faulty equipment. The store gives prizes for the best dressed owner and the best decorated bicycle. Cash prizes up to \$50 are given out of the department's dance fund for winners of the races.

The citizens of Bismarck respond very favorably

to any function of the safety patrols. Besides building very good public relations for the police department, the safety patrols help materially in reducing and holding down accidents to school children.

Eight Minutes

At approximately 6:45 a. m., on August 4, a long-distance telephone call originating in New York was received at the Washington Headquarters of the FBI. A supervisor on the midnight shift took the call.

The caller, appearing to be mentally disturbed, complained of various slanders and persecutions. He advised that he was the author of all leading New York dramatic and musical productions and stated that they had been stolen from him. He said his family had been separated from him through action of the mayors of several major cities, the President of the United States, and other leading figures. He could not secure work, he said, because certain food sold to him had affected his mind. He made claims of being the designer of all boats used by the United States Navy during the last war and claimed to be the originator of the Seabees in which, he said, he had served from 1943 to 1945 when he was given a medical discharge. He alleged he had been robbed of the honor due him on his wartime inventions.

Following this outburst, the caller became violent and threatened suicide. The supervisor, meanwhile, had not been idle. Contacting the switchboard on another extension he made the first move in a rapid fire series calculated to save the would-be suicide. Clerks in the switchboard unit asked the telephone company to trace the call and determine the number of the phone from which the man was calling. This information was secured and relayed to a communications clerk in the New York City Office of the FBI who, in turn, had the telephone number traced to the booth from which the mentally ill man was telephoning. This clerk then called the New York Police who dispatched a radio car to the spot.

So smooth was the teamwork of all involved that exactly 8 minutes after the supervisor had started the inquiry, an officer of the New York Police Department picked up the phone in the booth from which the despairing man was calling and informed the FBI supervisor in Washington, D. C., that "everything was under control."

POLICE PERSONALITIES

Chief Leonard B. Miller, who retired from the Lakewood, Ohio, Police Department on August 1, 1951, after 38½ years of service, is one of that group of men who succeed in making their lives, personal and professional, measure up to their ideals.

Years ago, when a rookie policeman in Lakewood, Chief Miller voiced his ambitions to a newspaper reporter in plain language: "I just want to be a good, clean, honest police officer. Nothing else interests me. I want to raise my family and make them proud of the reputation I build."

Testimonial Dinner

The prophetic character of these words was abundantly proved at the testimonial dinner for the retiring chief on July 24, 1951, when 300 persons representing the community and neighboring police departments gathered to do him honor.

Early Experiences

The singleness of purpose which marked the chief's career as a law-enforcement officer contrasts strikingly with the varied pattern of his early life. Born on a farm near Cadiz, Ohio, he went through the usual experiences of a farmer, taught school, got an "itchy foot" and wound up on one of the country's far-flung western railroads. He remained a railroader on a diminished scale when he returned to Ohio as an employee of the old Cleveland Railroad Co., now the Cleveland Transit Co.

Active in Law Enforcement

On February 1, 1913, at the age of 28, Miller was appointed a patrolman of the Lakewood Police Department. He rose to lieutenant in 1918 and became chief of the department on July 8, 1921. Under his guidance, the department has grown, progressing from 15 men patrolling on foot to its present complement of 60 men, organized on modern lines, with an Accident Investigation Unit and

Chief Miller

Retires From

Lakewood Police

a Detective Bureau. The chief and his corps of officers are well known on both a local and national basis for sincere and intelligent cooperation extended to other law enforcement agencies. Despite his heavy responsibilities in Lakewood, the



Retired Chief Leonard B. Miller.

chief has served for the past 20 years as secretary-treasurer of the Ohio Association of Chiefs of Police and is a moving spirit in that organization.

Tennessee Police Officer Promoted

Veteran police officer Thomas M. Howell was made chief of the Johnson City, Tenn., Police Department on July 2, 1951. Prior to his promotion Chief Howell had been in the organization continuously since 1917 except for 2 years when he was chief deputy in the Washington County

sheriff's office. During his career Howell served under numerous chiefs and on several occasions declined promotion to the top position.

When the new chief joined the department as a patrolman on May 1, 1917, each officer furnished his own equipment and worked a 12-hour shift. There were no transportation facilities. One telephone and two call boxes made up the communication system.



Thomas M. Howell, Chief of Police, Johnson City, Tenn.

Chief Howell is proud of the fact that he has never had to use his gun in making an arrest. But he believes in knowing how to use it. He is a strong advocate of a continuous police training program.

Knoxville's Chief of Detectives

Bernard L. Waggoner, chief of detectives of the Knoxville, Tenn., Police Department, is the exception to prove the fallacy of the axiom, "All work and no play makes Jack a dull boy." The "chief," as he is called by the detectives working under his supervision, is constantly at work in the betterment not only of law enforcement, but also in the improvement of recreational facilities and environmental conditions.

Chief of Detectives Waggoner is first to admit that his endeavor to help young people is selfishly

motivated; he believes early training of young boys will eliminate future trouble and work for him and his fellow officers.

Bernard Waggoner entered the Knoxville Police Department as a patrolman on March 1, 1935. In November 1943, he was promoted to the position of field detective and in 1948 was made head of the Auto Theft Bureau. In April 1950, the mayor of Knoxville appointed Waggoner to the position of chief of detectives.

The 43-year-old chief of detectives organized the American Legion Mite League in Knoxville for boys under 12 years of age. During the first year this league had four teams, one of which went to the finals in the Regional Tournament at Milan, Tenn. He has been manager of the American Legion junior baseball team for children under 17 years of age for the past 3 years. Chief Waggoner has four boys of his own, all athletes. Waggoner played semipro baseball as a youth.

Chief Waggoner served in the United States Army from 1943 until 1945 as a combat military policeman. Active in the American Legion, he was an officer in that organization in 1949.

Chief Retires After Twenty-Two Years

Following 22 years as an officer of the Woodland, Calif., Police Department, Clarence W. Bailey, Chief of Police since 1943, retired from the ranks earlier this year.

Born in Sutter County, Calif., November 23, 1896, Chief Bailey has been a resident of Woodland since 1911. He joined the department as a traffic officer on December 1, 1928, when the force consisted of only three other officers.

Chief Bailey recalls that when he first entered the department he had to buy his own badge and revolver and furnish his own motorcycle. Over the years, he has seen the force grow from 4 men to its present staff of over three times as many.

Since his election as Chief of Police in April 1943, Mr. Bailey introduced many improvements, among them the adoption of two-way radio and police cars. His department joined the State teletype system, installed an up-to-date photographic laboratory and adopted a records system. Chief Bailey also sponsored training schools for the officers of his department, one of whom has attended the FBI National Academy.

MISCELLANEOUS

On August 31, 1951, between 8:10 and 8:30 p. m., State Police Officer **Alje James Savela** was shot and killed 1 mile north of Barre, Mass., on the Petersham Road, numbered Routes 122 and 32.

Eleven shots were fired and nine bullets entered the body. **Bullets and cartridge cases in good condition were recovered and are available for comparison.** All were fired from the same pistol, believed to be a **9-mm. Belgian Browning Automatic** with a magazine capacity of 13 cartridges. The ammunition used was 9-mm. Luger, manufactured by Remington.



9-mm. Belgian Browning automatic pistol similar to weapon believed to have been used in this crime.

Officer Savela's body was found on the ground near his police cruiser. He is believed to have been killed by the occupants of a **dark sedan, probably black, with white sidewall tires.** The car is believed to be a **black Packard** with streamlined back, probably either a two-door sedan, years 1941 to 1950, inclusive, or four-door sedan, years 1948 to 1950, inclusive. This car was seen parked in front of the cruiser headed in the same direction and was stopped by the officer while traveling towards Barre. There were at least two men in this car. **The driver is described as a white male, 18 to 25 years, with full face and shiny black hair.**

Taken from the officer by the murderer were his

Wanted for Murder of Massachusetts State Policeman

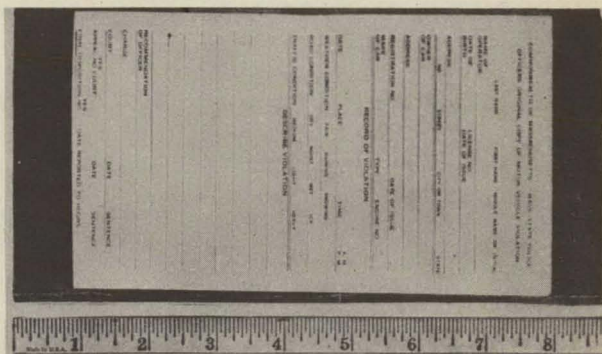
two-cell flashlight and violation forms, which are printed on salmon-colored paper and kept loosely in a blue leather folder imprinted "**Massachusetts State Police.**"



Leather folder closed. Actual size when closed approximately 4½ inches square.

Palm prints were found on the surface of the police car and have not been eliminated.

It is urgently requested that all law-enforcement officers be on the alert for any automobile as described above, the missing flashlight and violation forms, and especially any **9-mm. Belgian Browning automatic pistol** which might have



Leather folder opened to show detail of violation slips similar to missing folder and forms.

been used in this crime. It is further requested that palm prints of suspects and any information concerning unsolved crimes which may have been committed by persons using the same type of car or weapon be sent to either of the undersigned:

Commissioner Daniel I. Murphy,
Department of Public Safety,
1010 Commonwealth Avenue,
Boston 15, Mass.
Telephone: Longwood 6-4500.

Det. Lieut. Anthony S. Lacaire,
District Attorney's Office
Worcester, Mass.
Telephone: Worcester 24906.

(or)

Massachusetts State Police,
Holden, Mass.
Telephone: Holden 4431.

UNKNOWN DEAD

At the request of the Oklahoma Department of Public Safety, there is presented the accompanying data concerning an unknown man who was killed September 22, 1951, in an automobile collision near Enid, Oklahoma. This individual was a hitchhike passenger in the vehicle at the time of the collision.

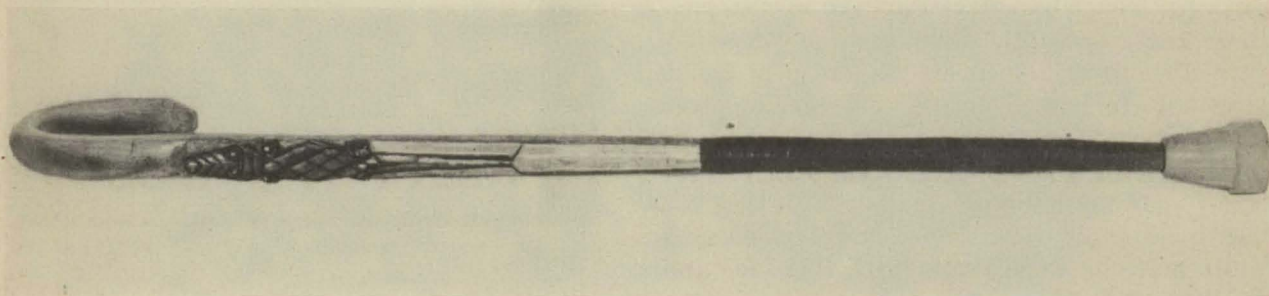


Unknown dead.

This unknown deceased, who had no identification on his person, is believed to be a resident of the State of Texas, New Mexico, or California. He is described as follows:

Age.....	30 to 35 years.
Height.....	5 feet 7½ inches.
Weight.....	140-150 pounds.
Hair.....	Black, had crew cut, wore chin whiskers.
Eyes.....	Brown.
Complexion.....	Dark.
Scars.....	Small scar upper lip, right side; had vaccination scar on left arm.
Remarks.....	Left arm was in sling at time of accident; had had cast on arm; walking cane in his possession which is hand-carved with an alligator carved in the handle near the crook.
Fingerprint classification--	12 O 9 Ta 3 M 18 A

Any person having information as to the identity of this unknown deceased should transmit it to the Oklahoma State Department of Public Safety, Oklahoma City, Okla., or to the Director of the Federal Bureau of Investigation, United States Department of Justice, Washington 25, D. C.

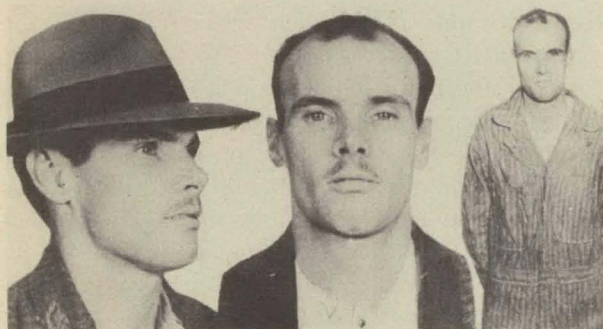


Walking cane found in possession of dead man.

WANTED BY THE FBI

Glenn Shelton Orren, Jr., with aliases: Edwin Duain Dvorak, J. B. Ellis, Glenn S. Green, Pat Haggerty, Tat Haggerty, James W. Leake, James B. Mason, F. J. Norton, Glen Sheldon Oren, Glenn Owens, Edward Smith, George Smith, Jr., R. D. Thomas, James Barden Wilson, James Barton Wilson, "Junior"

Unlawful Flight To Avoid Confinement (Robbery)



Glenn Shelton Orren, Jr.

On May 3, 1949, at Fayetteville, N. C., Glenn Shelton Orren, Jr., received a 7- to 10-year sentence for breaking and entering, safe robbery, and possession of safe-cracking tools. Orren escaped on August 16, 1950, from a North Carolina prison camp at Hillsboro, N. C. He stole an automobile in Evansville, Ind., on October 10, 1950, and 9 days later was apprehended by the sheriff's office at Baton Rouge, La., in possession of the stolen car.

North Carolina prison officials requested the return of Orren to North Carolina and started to Raleigh with him. As the train transporting Orren was entering the station at Birmingham, Ala., on October 25, 1950, he slugged his guard and escaped by jumping from the train.

A complaint was filed October 30, 1950, before a United States commissioner at Greensboro, N. C., charging Orren with unlawfully fleeing the State of North Carolina to avoid confinement for the crime of robbery.

Orren is one of eight children. Little is known of his early life. He was committed to the West Virginia Industrial School for Boys on January 1, 1938, on a breaking and entering charge. On

September 16, 1938, he escaped but was apprehended in the act of stealing an automobile and was returned to the school on September 25, 1938.

He escaped again on November 20, 1938, with another inmate, and was apprehended at Covington, Ky., while attempting to steal a car. He was returned to the school, and on December 17, 1938, Orren was committed to the West Virginia State Penitentiary at Moundsville, W. Va., as "unmanageable."

He was discharged from the Moundsville, W. Va., Penitentiary on April 30, 1942, after serving over 4 years and was not arrested again until November 10, 1947, on a charge of grand larceny. He was indicted in circuit court and released under bond, and was not again in the hands of the police until April 9, 1949, when he was arrested in Raleigh, N. C. On this occasion he was released to the Fayetteville Police Department where he was wanted on a charge of breaking and entering a local drug store and robbing a safe. It was for this offense that Orren received a sentence of 7 to 10 years on May 3, 1949.

Orren is considered desperate and is usually armed. Caution should be used in his apprehension. He is said to have remarked recently that if he is ever located by the police he would rather shoot it out than return to prison.

Orren is described as follows:

Age	30.
Born	January 1, 1921, Mabscott, W. Va.
Height	5 feet 8½ inches.
Weight	140 pounds.
Build	Medium.
Hair	Brown, thin, receding at temples.
Eyes	Gray.
Complexion	Ruddy.
Race	White.
Nationality	American.
Occupations	Carpenter, laborer, sailor.
Scars and marks	Tattoo of four-leaf clover on right forearm, small floral tattoo on left forearm, small circular tattoo on left inner forearm, light scar on nose, faint scar in right eyebrow.
Remarks	May be wearing a mustache.
FBI No	1,306,918.
Fingerprint classification	26 L 9 U 000 17 L 1 U 100

Any person having information which may assist in locating Orren is requested to notify imme-

diately the Director of the Federal Bureau of Investigation, United States Department of Justice, Washington 25, D. C., or the Special Agent in Charge of the Division of the Federal Bureau of Investigation which is nearest his city.

How Should You Report It?

This is a series of questions and answers on how to classify crimes under the uniform crime reporting system. The series is continued from the November 1951 issue of the *FBI Law Enforcement Bulletin*. Additional questions and answers will appear in subsequent issues.

Question: A service station operator claims he was tricked out of gasoline by taking in payment therefor misrepresented jewelry of doubtful value. How is this listed on the monthly crime reports of offenses known sent to the FBI?

Answer: This would be classified as "Embezzlement and Fraud," a Part II class of offenses. The part II classes of offenses do not appear on the monthly report of offenses known. Embezzlement and fraud were excluded from the part I classes of offenses (monthly crime report) because such crimes do not come readily to the attention of the police. For example, it has been estimated that not more than 15 percent of fraud and embezzlement cases are reported to the police.

Question: A motorcycle is reported stolen. How is this classified by the police on the monthly report of offenses known?

Answer: Score as an actual offense opposite the auto theft classification.

Question: A bicycle is reported stolen and is recovered within 48 hours in good condition. Should this be included on the monthly report as an offense known?

Answer: Yes. All thefts must be included. The primary reason for this emphasis is so that the police will have a complete picture of the local policing problem confronting them. With reference to bicycles, the tabulation of bicycle thefts may suggest the need for registration or licensing as a policing aid. Or the problem may suggest a need for revision of the present licensing procedure. The secondary reason for scoring all thefts, without exception, is to insure uniform crime data on a Nation-wide basis.

Policy Change on Deserter Rewards

Regulations recently issued by the armed forces provide that authorized civil officers who apprehend absentees or deserters wanted by the Army, Air Force, Navy or Marine Corps will be reimbursed by payment of their reasonable expenses incurred in the apprehension and return of an absentee or deserter, not to exceed \$50. The new regulations supersede the previous system under which the officers received rewards for apprehending and returning absentees or deserters. There is no change in the rule that employees of the United States Government are not eligible for compensation in these cases.

Under the new system the officers must itemize their expenses as justification of their claims for reimbursement. This will not be difficult if a record of expenses is kept during the work leading to the apprehension and return. The armed forces state that what are considered "reasonable expenses" will depend on the circumstances of each case. Claim should be made at the time the prisoner is delivered to armed forces authorities or is taken into custody by them at the place where he is being held by the local authorities.

The new rules for payment to civil officers cover the apprehension and return of either officers or enlisted personnel who are absent without leave, deserters, or escaped military personnel.

A copy of the new regulations, including instructions on how to prepare the claim for reimbursement, can be obtained from the nearest armed forces headquarters, or from the Department of Defense in Washington, D. C.

New Book on the FBI

Our FBI: An Inside Story is the title of a book written by Mr. John J. Floherty and recently released by the J. B. Lippincott Co., East Washington Square, Philadelphia 5, Pa. Floherty is also the author of the book *Inside the FBI*, published several years ago.

The text of the new book, 156 pages in length, graphically describes the principal functions of the organization including the selection and training of special agents of the FBI and associates of the FBI National Academy. There are accounts of interesting incidents and cases. Single copies retail for \$2.75 each.

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- Address by the Honorable Everett M. Dirksen, United States Senator from Illinois, *June 1951, Vol. 20, No. 6, p. 2.*
- Address by The Most Reverend Patrick A. O'Boyle, Archbishop of Washington, *Aug. 1951, Vol. 20, No. 8, p. 2.*
- Address by the Honorable Frank Pace, Jr., Secretary of the Army, *Aug. 1951, Vol. 20, No. 8, p. 4.*
- Address by the Honorable Jennings Randolph, Assistant to the President, Capital Airlines, *June 1951, Vol. 20, No. 6, p. 5.*

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- Alhambra Agencies Cooperate for Youth Guidance, *Sept. 1951, Vol. 20, No. 9, p. 22.*
- Be Safe—Play Safe—Stay Safe, by Carl F. Rayburn, Sheriff, Riverside County, Calif., *Oct. 1951, Vol. 20, No. 10, p. 17.*
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- What the Bones Tell by Dr. T. D. Stewart, Curator, Division of Physical Anthropology, U. S. National Museum, Washington, D. C., *Feb. 1951, Vol. 20, No. 2, p. 2.*

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- Statement of Director J. Edgar Hoover Prepared for the Associated Press for Release Feb. 27, 1951, *Apr. 1951, Vol. 20, No. 4, p. 1.*

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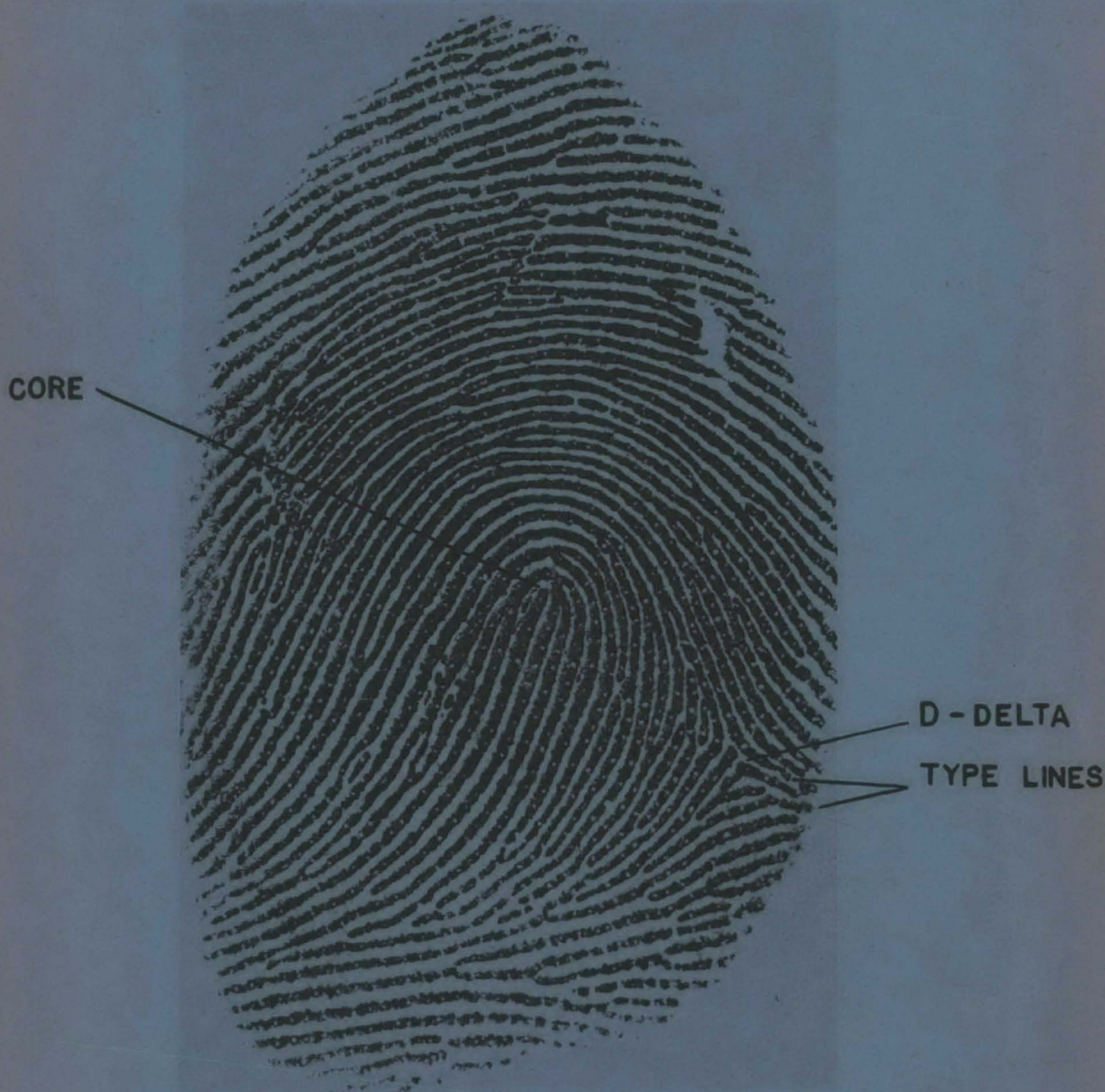
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The Hibbing, Minnesota, School Patrol, by Chester Nae-seth, Chief of Police, Hibbing, Minn., *Feb. 1951, Vol. 20, No. 2, p. 8.*

The Role of Traffic Courts in our Society, by Elmer Louis Kayser, Ph. D., LL. D., Dean of the University Students, the George Washington University, Washington, D. C., *Dec. 1951, Vol. 20, No. 12, p. 9.*

Questionable Pattern

FINGERPRINTS



The pattern this month is not questionable; however, the problem lies in the location of the delta. The delta (D) is placed on the end nearer the core of the ridge running between the type lines. The location of the delta in this pattern is determined by the delta rule which states that the delta may

not be located in the middle of a ridge running between the type lines toward the core, but at the nearer end only.

In the identification division of the Federal Bureau of Investigation this pattern would be classified as a loop with fourteen ridge counts.