

• *Restricted to the Use of Law Enforcement Officials*

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

January 1, 1950

TO ALL LAW ENFORCEMENT OFFICIALS:

The first half of the Twentieth Century is now history. The present halfway mark affords an opportunity for critical appraisal of the fifty years of law enforcement just past.

The birth and development of gangdom, scourge of the new era which emerged from the stress and turmoil of World War I, marked a period of radical change in our profession. Until that time, law enforcement, in general, was a local affair, without cohesion and with little cooperation between branches. The full onslaught of gang activity and an aroused public made a change imperative.

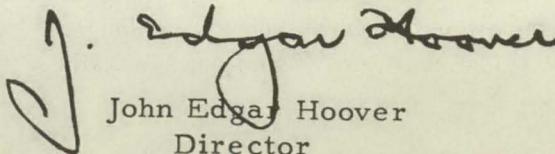
The reputation of law enforcement, unfortunately, was not without blemish. Protection could, at times, be bought. Tommy-gun rule was law in some cities--with the guns in the hands of the lawless. Nevertheless, in the ensuing conflict, the balance tipped in favor of the forces of decency and order. The reign of public enemies ended; a period which might be termed the Renaissance of law enforcement followed.

Law enforcement as a profession became the goal. Suspicion and jealousy gave way to mutual trust and interdependence. Officer training on a major scale became accepted practice. Each progressive advance produced invaluable by-products of cooperation and unity. Law enforcement emerged from the period of change magnificently equipped to meet the problems of the war years.

Crime, itself, did not lessen. On the contrary, it increased to a frightening degree, yet vital enforcement duties were discharged effectively.

Today, unified law enforcement faces the second half of a troubled century with confidence. Its officers, better-trained, resourceful and alert, are ready to meet the challenge of the future.

Very truly yours,


John Edgar Hoover
Director



Traffic Engineering for Small Cities

by WILBUR S. SMITH, *Associate Director, Bureau of Highway Traffic, Yale University*

When the use of automobiles first began to create problems it was natural for the public and public officials to turn to the police for assistance. The police were the first to assume responsibility for traffic control and operations. They properly continue to retain major activities in this field.

As vehicle registrations increased and as problems of accidents and congestion grew, the police found that the size and complexity of traffic situations caused them to need technical assistance. It was apparent that in developing new roadway facilities, in reconstructing old facilities, in the planning of parking and terminal facilities, in the operation of complex signal systems, and in many other areas, engineering techniques were needed. We must not lose sight of the fact that movement is as essential as safety.

Traffic Engineering Developed

Engineers have always been responsible for the construction and maintenance of roads but the degree to which they have engaged in traffic operations has varied widely. As they gradually shifted their interests toward traffic operations, a specialized branch of engineering commonly referred to as "Traffic Engineering" was developed.

The traffic engineering profession has grown rapidly since it came into being in the early twenties, and today, it has taken its place along with enforcement and other basic activities in the traffic-control field. Most of the larger cities, those of over 100,000 population, have a traffic engineering staff. A recent study reveals, however, that only about one-third of the cities under 100,000 population have traffic engineering services of an adequate character.

When traffic engineering was new, the work of traffic engineers was frequently resented by police officials because of the erroneous feeling that such work would inevitably usurp traffic enforcement functions. This feeling does not now prevail. Progressive law enforcement officials no longer resent the traffic engineer. Today such officials

are seeking the engineer's services. They know that the police officials' approaches to the traffic problem are often too restrictive. Where there is the advantage of traffic engineering services, this over-restrictive thinking and approach is sufficiently tempered. This is a very healthy condition.

Everything that can be said about traffic engineering functions probably applies equally to cities of all sizes. However, it is the intent of this discussion to consider means of obtaining traffic engineering services in cities of less than 100,000 population. It is well known that the traffic problems of the smaller cities might differ markedly from those of the larger cities, but, nevertheless, they are relatively just as bad. The quantity varies, but not the quality of the professional services needed.

What the Traffic Engineer Can Contribute

Before discussing "how" to get a traffic engineer, the "why" might be considered.

The breadth of traffic engineering work has become so great that it will not be possible to discuss all of the functions here, not even the most common. Traffic engineering is of primary value because it makes opinions largely unnecessary.

Traffic and the activities closely related to it are so comprehensive that the work of persons dealing with them must necessarily be broad. This condition is found in traffic engineering, but it should not be felt that there has been an attempt on the part of traffic engineers to "sweep in" many individuals and long established activities and to say that they should be considered only in traffic engineering terms. Actually the titles "Traffic Engineer" or "Traffic Engineering" are not in themselves important. It is the activities which they connote that should be considered.

Fine jobs of traffic engineering are being turned in by city engineers, state highway engineers, and others without traffic engineering titles. In some cases, police officials have demonstrated particular aptitudes and capabilities in performing some traffic engineering functions; many times these

police officials have engineering training or background.

Many public officials, and perhaps some police officials, do not realize how much is not known about traffic. Too often they feel like the police official who admitted after more than 100 hours of traffic study in the FBI National Academy that "We didn't think when this course started that it was possible to find enough to talk about in traffic for more than 2 or 3 hours."

Traffic engineers have developed a reservoir of technical and practical knowledge on which to draw in solving traffic problems. Yet, there is still much to be learned and much research and investigation to be undertaken. Consider a few of the things that have been learned.

Many ideas and plans have been advanced for the control of speed, but surveys show that with normal enforcement most motorists fix their individual speeds in accord with their own ideas of safety, based on their experiences with various conditions of traffic and roadway. Through speed zoning and other methods, speed regulations must become recognized by motorists as guides and driving aids, rather than as unnecessary restrictions.

Lately there has become available considerable valuable information about parking—basic desires, habits, etc. Much more needs to be learned. No one can answer all the valid questions which arise regarding the regulation of curb parking, not to mention those involving the development of off-street parking facilities. How should one answer an editorial criticism in one city's most powerful newspaper to the effect that proposed changes from angle to parallel parking are undesirable because it is so easy to park and unpark at an angle, and that "people only want to dash into a store for a few minutes"? This is a very common problem, but one which might be tough to lick in a given community because of all the misconceptions and selfish objectives.

How can it properly be determined without profound traffic studies and analyses whether off-street parking should be provided underground, at the periphery of the business districts, on this or that side of the railroad tracks, or some other location?

Whose responsibility is it to provide off-street parking? Should it be undertaken by private groups or by the city? Must off-street parking pay its way? Even with the best facts, such questions are difficult to answer.

Intersection control is always a debatable mat-

ter. Many cities are spending thousands of dollars annually for the manual direction of traffic at intersections, when more effective and efficient jobs could be accomplished with signals. Except for unusual conditions of roadways for traffic, manual traffic control either denotes inadequacies in signals or poor police administration.

The use of one-way streets, properly applied, make it possible to accomplish great improvements in city traffic conditions. Cases are known in which accidents have been cut in half and speeds increased, with the traffic volume doubled after changing from two-way to one-way movements.

State and local traffic codes must be kept up to date. More important, they must be rational. Traffic characteristics and facts about the basic elements of traffic are needed to accomplish this.

Court decisions have profound effects on traffic control techniques. For example, some courts have held that nonreflectorized regulatory signs have no legal authority at night. Some have held that speed zoning was not based on "engineering investigations" as required by law. Such decisions pose problems for traffic agencies and are indicative of conditions which must be quickly corrected.

A few years ago by-passes were being constructed because it was believed they would solve the downtown congestion problems. Studies now prove that most people approaching cities by autos want to go into them, not around. Thus the values of traffic origin and destination surveys have been established.

While simple, these few examples illustrate some of the values which can come from traffic engineers. They should provide the technical answers to traffic problems through research, surveys, and studies. Regulations must be modernized without influence of whims, politics, and personal ambitions. Control devices should be made uniform and fitted to traffic needs. Traffic facts must be collected and applied to the design and planning of new routes and many cooperative activities must be pushed forward with police and others by applying traffic engineering techniques.

Knowing what needs to be done is of little value unless it can be applied. Thus, it is necessary for traffic engineers to develop trial installations, priority lists, progressive treatments, "before" and "after" studies, etc., which may be utilized in effecting cures for the traffic problem. Means must be found for properly informing the public. People

are apt to see only the negative side of traffic engineering, as is so often the case with other engineering activities. Under no conditions should propaganda and ballyhoo be employed. Sell the public on the goods delivered and keep the accomplishments worthy of publicity. Through these endeavors, traffic engineering can aid in the improvement of traffic conditions in all areas by doing an effective job of using to maximum efficiency existing roadways and by seeing to the proper evaluation of traffic needs in the development of new facilities.

Like everyone else, the traffic engineer can develop an unbalanced program. For example, many have gone "overboard" in the conduct of traffic surveys. They literally survey everything, endlessly! The public can rightly get the same idea about their work as the fellow who said that the engineers in his city were always digging holes in the street—"digging one hole only to fill up another." One big fault with traffic engineering is that too many surveys have been made which are never used. A survey, just to make a survey, is a waste of effort and public funds. To be of greatest value, and to be economically advantageous, all work must be done with a plan.

Possible Sources of Traffic Engineering Assistance

In order to develop a satisfactory plan of traffic engineering services, a full-time qualified traffic engineer should be employed with such staff as the job in the particular city requires. The need for such services is being increasingly recognized and educational institutions are accelerating their efforts to provide properly trained men to fill the jobs which are developing. In many cities where it is felt that the services of a full-time traffic engineer cannot be afforded, interested officials have been surprised to find that when they have employed a traffic engineer he has been able to more than "earn his way" by providing effective remedies. Better coordination of the over-all traffic program has resulted—a situation which was not possible without the engineer's specialized assistance. Experiences to date indicate that it is entirely feasible, and a matter of good judgment, to acquire traffic engineering services on a full-time basis in towns of from 50,000 to 100,000 population.

State highway organizations have realized the values of traffic engineering services to the smaller

cities who cannot afford, or for other reasons, have not obtained such services. It is now a rather common pattern to find the highway departments providing free technical traffic advice to these towns—sometimes with relation to all of their traffic problems, and at other times only on routes used as State highways through the towns. Such plans have met with considerable favor. The community and motorists are benefited, pleasant working relationships are developed between the State and city groups, and relatively small expenses are incurred by the State.

A few examples are on record where several cities have pooled their resources to employ the services of a traffic engineer. Under this plan the traffic engineer spends a portion of his time in each of the cities. With such an arrangement, the cities might delegate young engineers for traffic work so that they can function under the more experienced engineer until they become qualified to assume full responsibility for this work in the particular city.

Another method for providing traffic engineering assistance in small cities, a method which is becoming increasingly popular, is that of continuing consulting services. In most sections of the country traffic engineering consulting services are available on a sustained basis, or for special surveys and investigations. The idea of using the traffic engineering consultant parallels methods which have long prevailed in smaller towns.

It is apparent that traffic engineering services are available in a variety of ways to small cities. Each method has been proved to be satisfactory. Obviously, one method might work better in some cities than others. It is up to the city officials to select the method which seems best suited to their particular situation.

It has been suggested in some quarters that the police themselves can become more interested in technical traffic approaches. This is true. The traffic training portion of the FBI National Academy has for many years included some instruction in simple traffic engineering principles; not to make traffic engineers of police, but to acquaint them with certain fundamentals and practical techniques. Many police executives have learned from experience that when they approach their traffic problems from a technical angle, or on the basis of facts, they have far fewer headaches than when they simply match their opinions, even though they might be based on long experience, against the opinions of others. In most instances

it is not possible for the police to perform effectively needed traffic engineering services and such is not advocated. Police should realize the benefits of the services and try to utilize them in complementing their own traffic activities.

Traffic Engineering Organization

A full discussion of the subject would entail detailed consideration of many other questions such as the proper place of the traffic engineer in the city government, professional qualifications, assignment of duties, etc. These considerations vary so widely as to make it necessary to point out that they must be determined in every instance in view of the local situation.

Traffic engineering jobs have been effectively accomplished under many types of organization. The present trend seems to be toward creating separate city departments under the direction of a traffic engineer. However, the traffic engineer can perform his job under the city engineer, or director of public works, and he can also work with the department of public safety, or the chief of police. The main point is to establish the traffic engineering division in a place in city government where sufficient interest prevails to allow the engineer to carry out his recommendations. Getting the traffic engineer into the right "climate" is perhaps the most important element of city traffic engineering organization.

The traffic problem is growing rapidly worse with registrations and the varied uses of the motor vehicle increasing by leaps and bounds. The perfect solution is not in sight. The police, engineers, and others must coordinate their efforts to seek every possible means of providing safe and efficient automotive transportation services. Traffic improvements cannot be accomplished overnight. It is essential if long-range plans are to be effected that necessary services be provided and the required funds and support be procured.

Services are being demanded by the public and the public has demonstrated its willingness to pay the price. Public officials cannot shirk their responsibility. If the public officials of a particular community do not already fully appreciate the troubles and ills which can grow from uncorrected traffic difficulties, then the police, traffic engineers and others must set out to show them that property values may be affected, urban blight may develop, that city revenues may decline, and many other serious repercussions may develop unless a

progressive program is adopted to combat the problems. Adequate enforcement and traffic engineering services are both needed in such a program.

YALE TRAFFIC EXPERT HONORED

Wilbur S. Smith was elected to the office of president of the Institute of Traffic Engineers at the annual meeting of the organization held at Washington, D. C., September 25 to September 28, 1949.

Mr. Smith is well known in the field of law enforcement, particularly to FBI National Academy graduates, as the associate director of the Bureau of Highway Traffic of Yale University, New Haven, Conn.

Air Disaster Victims Identified

Shortly before noon on November 1, 1949, Eastern Airlines flight 537, en route from Boston to Washington, D. C., was struck by a P-38 Lightning plane. The big DC-4, coming in for a landing at National Airport, crashed on the shore of the Potomac River. All fifty-five people aboard were killed.

At the request of an inspector in the Alexandria, Va., Police Department, an inspector and supervisor from the FBI's Identification Division and six experts from the Single Fingerprint Section, proceeded to the armory in Alexandria.

The bodies of 24 adults and 1 child were brought to the Armory which had been set up as a temporary morgue. The adults were fingerprinted; the child was footprinted.

Inasmuch as bodies recovered from the river were the responsibility of the Washington, D. C., metropolitan police under prior jurisdiction agreement, four of the dead were removed to Washington. The fingerprints of 11 other victims recovered from the river were later submitted to the Identification Division by the Washington police authorities.

Of the 55 victims aboard the airliner, the fingerprints of 35 adults were searched in the files of the Identification Division. The remainder of the victims aboard were identified by other means and their fingerprints were not furnished to the FBI. Twenty-two of the 35 unknown deceased were positively identified through the medium of fingerprints. The remaining 13 were later identified by other means.



FEATURE ARTICLE

The Greenwich, Conn., Police Department is currently headed by a young, ambitious and forceful police executive and administrator in the person of John M. Gleason, Chief of Police. Chief Gleason is an outstanding proponent of education and training in the field of law enforcement. He is a graduate of the twenty-fourth session of the FBI National Academy and has also attended the Northwestern University Traffic Institute as well as a number of traffic police schools sponsored by the International Association of Chiefs of Police.

During September of 1949, Chief Gleason was elevated to the presidency of the International As-

Motto and Model for Success in Connecticut

sociation of Chiefs of Police at its convention held in Dallas, Tex. During August of 1949, Chief Gleason spent approximately 5 weeks in the American zone of Germany making a survey of police procedures and operations under the sponsorship of the Secretary of the Army.

The town of Greenwich, Conn., is located on Long Island Sound approximately 25 miles east of New York City. It has a population of approximately 38,000 and covers an area of roughly 48 square miles. Greenwich is almost exclusively a residential community.

The personnel of the Greenwich Police Department consists of the chief; three captains, head-



The "Black Hawk," Greenwich police boat which is used to patrol many miles of waterfront.

ing the detective, patrol, and traffic divisions; 1 superintendent of records; 51 patrol officers; 7 detectives; 28 men assigned to the traffic division; one records bureau patrolman; 4 stenographers; 2 traffic maintenance men; and 2 custodians of the building.

The department is housed in a building which was constructed in 1938. Morale is maintained at an exceptionally high level, possibly due to the fact that quarters have been provided for all members of the department. The department has locker facilities, shower room, and a recreation room where off-duty personnel may relax in surroundings which are usually found only in private clubs.

Due to the fact that Greenwich has many miles of water front, the department operates a 38-foot, 250-horsepower twin-screw police boat which was placed in operation in 1943. Police officials feel that the boat has been instrumental in saving many thousands of dollars worth of property as well as many lives.

Qualifications for appointment to the Greenwich department are maintained at a high standard, and each prospective appointee is carefully



Constructed in 1938, this modern building houses the Greenwich, Conn., Police and Fire Departments.

screened prior to acceptance. In addition to routine physical and oral examinations, all applicants are interviewed by a psychiatrist. Due to the size of the department, recruit training is restricted; however, all appointees are afforded pre-



Police locker room showing officers receiving daily assignments.

liminary training by division commanders and other specialists within the department prior to active duty. In-service training schools are conducted annually by Greenwich police instructors who are assisted by representatives from the FBI and the Connecticut State Police. At present there are five graduates of the FBI National Academy who are active members of the Greenwich Police Department.

In order to adequately patrol approximately 200 miles of highway, a fleet of 15 squad cars, completely equipped with three-way radio, are in constant operation. The value of such a patrol was recently illustrated in a statement made by a notorious international jewel thief who, when questioned by authorities concerning jewel thefts, related that he had not endeavored to operate in Greenwich as police cars were too frequently observed patrolling the community.

Chief Gleason directs the operations of his department with practical resolution. "We run this department like a business. What we sell is public service. The taxpayers are the stockholders and should get dividends."



Ladies Hold Their Own

Training side by side with fellow officers at a recent firearms training school held in Riverside, Calif., Deputies Dorothy Jones and Helen Anderson participated in all phases of the firearms program. Mrs. Jones fired a score of 78 on the practical pistol course. Miss Anderson shot a score of 93 on the same course.



Deputies Jones and Anderson inspect a target with the FBI firearms instructor.

Identity Established

On June 5, 1949, a young man who claimed to be a victim of amnesia was involved in an accident in Bernardston, Mass. When it was ascertained that the car he was driving had been stolen, the man was arrested for larceny of an auto.

Advising that although he could not remember his name or past life, the subject said he believed that he might have been a fighter by the name of Nelson. He was committed to the State hospital, Northampton, temporarily, on June 6, 1949.

The fingerprints of the subject were received in the FBI Identification Division on June 8, 1949. A search through the files revealed the man's fingerprints to be those of an individual who had been received at the reception center, State Reformatory, Elmira, N. Y., June 19, 1947, to serve a 3-year sentence for being a wayward minor.

The man, whose name was not Nelson, apparently was turned over to the New York City authorities, inasmuch as a copy of his finger impressions was received from the police department in that city on June 17, 1949, indicating that the subject had been arrested June 15, 1949, for grand larceny (auto). At the time of his arrest by this agency, the subject claimed to be a victim of amnesia and said he remembered nothing that had happened until after the accident.

Crime Prevention

The citizens of Davis, Calif., have been alerted to their responsibilities in curbing crime through a leaflet distributed by their police department under Chief Frank J. Hamilton.

The plain-spoken message from the police department is simple and understandable. Its six headings give a clear picture of its content: You Can Help Prevent Crime, How You Can Cooperate, Protect Your Property, Your Automobile, Keep a List of Your Valuables, Warn Your Children.

The effect of distribution of the leaflets in Davis, which has a population of 2,421 persons, was excellent. Many residents stated that the reminder was needed.

Chief Hamilton, who entered law enforcement when he was elected constable on January 1, 1936, was appointed a patrolman on the Davis Police Department on January 1, 1940. In January 1946, the Davis City Council made him chief of police.



FEATURE ARTICLE

Organization for law enforcement, based on "know how" and cooperation with individual responsibility for getting to the right place at the right time, is the method used in Nebraska to halt fleeing law violators.

Such operation is made possible through use of the State-wide radio network of the safety patrol. Two-way communication is maintained with troopers in patrol cars, county sheriffs, and city police. Direct orders from high-ranking officers are rarely given.

The "brass" of the patrol as well as city police, sheriffs, and deputies become just another unit when the chase is under way. Capture of the suspect is the objective with all interested in its successful completion. Personal glory seeking has no place in the strategy, and all take care to see they have no would-be heroes in their organization.

The various groups' methods of "putting headline hunters in their place" may seem rough treatment to the observer. But, it is effective. When men's lives are at stake, they understandably resent a would-be hero deserting the post he is expected to guard in order to get a more advantageous place and possibly headlines. The veterans know their backs must be guarded.

Cooperation Demonstrated

The crime, detection, chase, and end of a bandit's career were all graphically demonstrated in the \$75,000 Goldberg jewel robbery.

First came the report of the crime to peace officers at Lyons by C. E. Harmer, Macy farmer who witnessed the hold-up of L. Elton Goldberg and W. H. "Bill" Davidson, both of Lincoln, on a highway detour north of Lyons.

The criminal division of the safety patrol was immediately notified and over the radio went forth the message:

"Wanted, armed robbery, Lyons, 2:40 p. m., June 17. Two men, No. 1 age 42, Panama hat, well-

¹The above material, secured through the courtesy of Arch Donovan, is based on an article written by him for the Lincoln Star, Lincoln, Nebr.

Cooperation Traps Fleeing Law Violators¹

dressed; No. 2, age 42, straw hat, old clothes. Obtained \$75,000 in jewels. Armed with shotgun."

The message was flashed to all sheriffs and city police with short-wave receivers on the patrol band. Troop headquarters of the patrol copied the message and relayed it so that all troopers on duty in cars would be notified.

The search started immediately. Lieutenants in charge of the various patrol troops ordered cars to block or patrol strategic highways. Others guarded across the Missouri River to prevent escape from the state.

Aided by Iowa Officers

Iowa patrolmen moved to highways with interstate bridges to back up Nebraska troopers in case of a break-through. Omaha police moved cars to the outskirts of the city to prevent the bandits entering the heavy traffic and hiding in the maze of city streets.

The patrol moved troopers stationed in Omaha northward on all highways and were joined on the west by men from the Fremont station. Fremont police guarded the through highways in their city. Moving eastward were troopers from Wayne and Albion and the substation at Norfolk.

The Lincoln and Grand Island districts alerted troopers and started them moving to the north and east sections of their areas.

After the alert had been sounded by Lt. Harold D. Smith, chief of the criminal division, and he had organized the search, he joined the troopers in the field. He was joined by Detectives Victor Wright and Robert Henninger of the Lincoln Police Department.

Map Closely Watched

The radio transmitting stations at Lincoln, Omaha, and Fremont, became quiet except for transmission of necessary local messages. Radio was given over to reports from the field on changing locations of the various cars participating in the man hunt. As each report came in to State headquarters, pins were stuck in a map so as to show locations of the network of cars in the area.

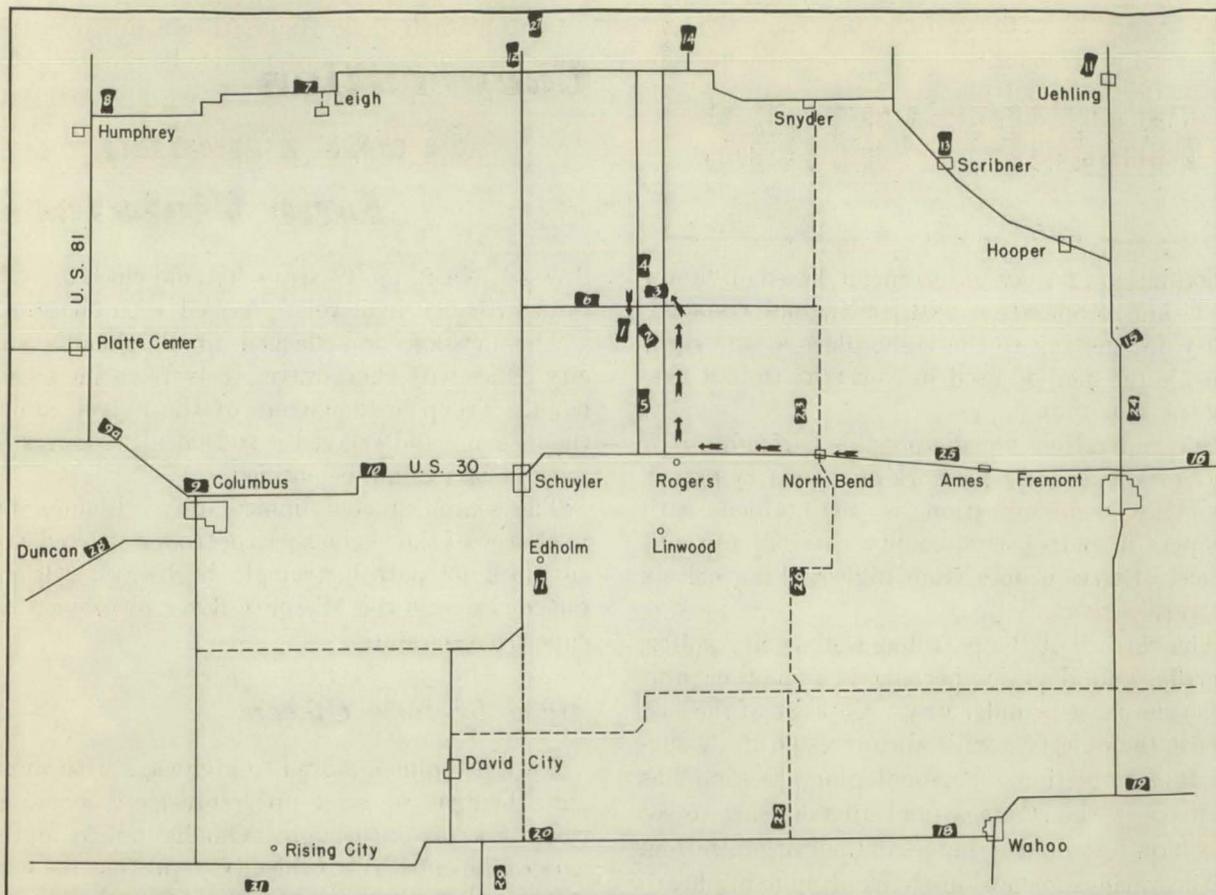


Chart showing location of cars of officers who, by use of radio communication, were able to form a series of barriers about the bandit car.

Lt. Dan Casey, in charge of the State headquarters at the time, kept watch to see that no roads were left unguarded and thus permit the bandits to slip through the hole in the cordon.

Suddenly, from the car of Corp. J. C. Meistrell of Columbus, there cracked over the airways:

"Subject sighted. Headed west on Highway 30 from North Bend."

Like the turning of the leaf of a book, the entire activity shifted without a word of command. Corporal Meistrell was the "key" and from the reports issued every few minutes by him on the progress and direction taken by the bandit car the net began to tighten.

From east, west, north, and south, all speeded to the nearest point where they might possibly cut off escape. Columbus police blocked Routes 81 and 30. Fremont officers blocked them from turning eastward. Patrol cars moved almost on every section road to intercept. Cars in a wider circle moved nearer to more strategic highway intersections.

Bullets Fired

Near Rogers, the bandits turned north with Meistrell following as closely as bullets fired from the rear window of the fleeing car would permit. As the bandits changed direction so did the posse of cars which was gradually coming closer as progress of the bandits was reported by radio.

Trooper Robert H. Kline of Columbus, accompanied by Sheriff Ed Patach of Colfax County, was driving parallel to the bandits and Meistrell on a road 1 mile to the west. Capt. J. E. Kruger and Trooper Duane H. Smith of Fremont had turned south and were hurrying to intercept the bandits.

Trooper Gerald V. Tesch and Chief of Police Millard of Fremont who were west of the bandit car turned east and were in position to block the road when Meistrell reported that the bandits had again turned westward about 6 miles south of Howells.

When this change of direction headed the bandits directly toward the corner Kline and Patach

were approaching, the two officers prepared to halt them. But the bandit car again turned south and crashed into the patrol car.

Opened Fire

As the officers got out of their car to make the arrest, the bandits opened fire. Sheriff Patach was wounded in both hands by the special shot used in the sawed-off shotgun of the bandits. Another blast narrowly missed the head of Kline who was driving and took longer to get from the car. The officers returned the fire.

Meistrell arrived, and jumping from his car joined in the gun battle and shortly after, Kruger and Smith reached the scene from the north. Kruger entered the fray while Smith was kept in the car to keep a flow of radio reports going out to other cars.

By radio, Smith halted Corp. C. J. Cooper, who had arrived from Wahoo, and was following the Kline car, to establish a block in case the bandits attempted to flee to the south. Soon he was to put out the message:

"Subjects shot and killed in gun battle near Schuyler."

On the map in State headquarters, Lieutenant Casey studied the pins he had used. He smiled as he identified by numbers the locations of the cars just before the gun battle started, when all nearby cars rushed at full speed to the scene.

The bandit car, No. 1, was completely surrounded by cars No. 2 with Kline and Patach; No. 3 Meistrell; No. 4 Kruger and Smith; No. 5 Cooper, and No. 6 Tesch and Chief Millard.

Surrounding Circle

In a close surrounding circle were cars No. 23 with Lieutenant Smith and Detectives Wright and Henninger of Lincoln; No. 25 with Fremont police; No. 17 with Sgt. R. H. Beckman and Trooper Douglas G. Loseke of Lincoln; and No. 10 with Columbus police patrolling Highway 30. In the city and on Route 81 two more squads of Columbus police were on guard in cars No. 9 and 9A.

The spearhead of the Grand Island district cars sent out by Lieutenant R. C. Beers was just west of Columbus in car No. 28 manned by Sgt. Marvin J. Wiley. Farther north on Route 81 at the junction with Route 91 was car No. 8 with Sgt. Harry J. Brt of Norfolk.

On the north along Route 91 or approaching it were car No. 7 with Trooper H. F. Spradling of Albion; Trooper Willard W. Clark of Norfolk in car No. 12; car No. 14 with Sgt. W. H. Teachman of Norfolk and car No. 27 with Sheriff Hans Tietgen of Wayne.

To the east were car No. 13 with Sgt. Robert Evans, Fremont; No. 15 with Lt. D. R. Shearer and Corp. Harry Carlisle, Omaha; No. 24 with Sheriff Pelham McGee of Fremont, and No. 16 with Sgt. Vernon W. Byler of Omaha. Troopers Clarence M. Mayhew of Wayne and J. J. Kontos of Laurel were heading to the scene on Route 77.

On the south at the junction of Routes 77 and 92 was car No. 19 with Trooper Thomas M. Arow of Ashland and west of Wahoo car No. 18 contained Troopers Claude E. Whitney and C. W. Schlotfeldt of Lincoln. On Route 79 Patrolman Thomas W. Edwards of Lincoln in car No. 22 was en route north to the scene of the gun battle.

In the David City area in car No. 20 were Troopers John H. Ayers of Fairmont and Irvin E. Minary of Lincoln. In car No. 21 were Corp. William Richman and Trooper James R. Warren of York and in car No. 29 Sheriff John Tesar of Wilber. Sheriff Clarence E. Hagstrom and Deputy Vogler were nearing the junction of Routes 79 and 30.

After the battle was over and the bandit loot was being collected to turn over to Sheriff Ed Patach, who took charge due to the recovery in Colfax County, some interesting deductions were made by the officers.

Diamonds found in the fingers of the gloves on one bandit were evidently a "hold-out" on his "pal," the officers said, as was a ring set with large stones found hidden in a bandit's shoe. The story was told when Goldberg was called upon at Schuyler to identify the jewelry.

The big, flashy stones in the ring hidden in the shoe, the jeweler explained, were zircons, the least valuable of the jewels he carried. Diamonds in the package taken from Goldberg ranged in size up to 7 carats.

Twelve counties and seven cities now have connections with the State patrol radio network. The cities are Beatrice, Fremont, Hastings, Columbus, Kearney, Alliance, and Ogallala.

Counties have connections at Lincoln, Wahoo, Schuyler, Wilber, Beatrice, Plattsmouth, Gering, Hartington, McCook, Imperial, North Platte and Ogallala.

FIREARMS TRAINING



Sunday, July 31, 1949, saw a dream come true for the Barberton, Ohio, Police Department. The new firearms range was officially dedicated and turned over to the department by the Fraternal Order of Police Associates, Barberton Lodge No. 18, which was responsible for the construction of the range. George Davis, secretary of the lodge, can truthfully be called the "father" of the range.

Early in the year, at the request of Chief of Police Byron Eubanks, the FBI furnished plans and diagrams of the pistol range at Quantico, Va., where special agents of the FBI receive their training. Sgt. James Hinds, high-scoring sharpshooter of the department, was placed in charge of the range-to-be and of all firearms training.

Barberton **Police Dedicate** **New Gun Range**

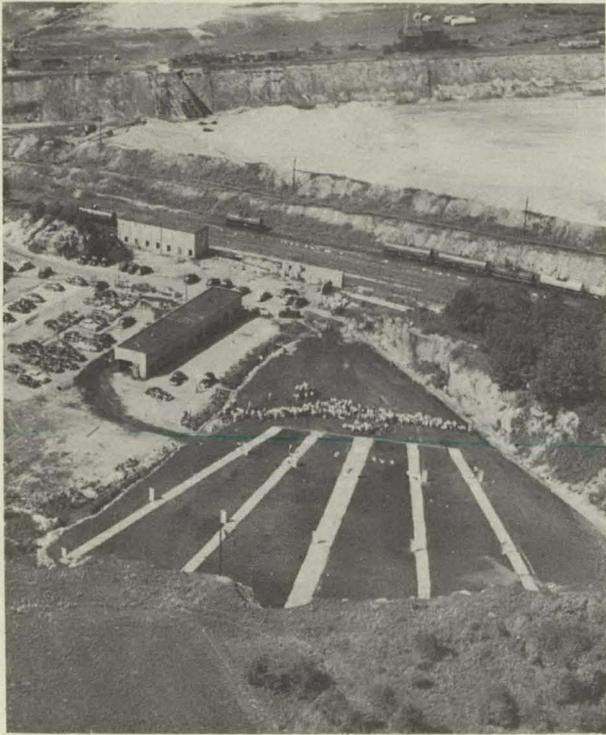
On May 17, 1949, George Davis went to work. Through his efforts, ably seconded by Sergeant Hinds and all other members of the department, the site for the range was acquired—an abandoned sandstone quarry on the outskirts of Barberton. Local industrial plants donated not only the site, but a large building on the grounds which is equipped with heat, power, telephone, showers, and lavatory, and practically all of the material and labor required to turn the old quarry into a modern range.

Over 750 truckloads of fill dirt were dumped into the quarry to bring it up to level, several hundred loads of cinders were dumped on top of this and a steam roller and bulldozer were used to smooth off the surface and cut the backstops away.

Mr. Davis left his own business to run itself and



View from behind the firing point.



Air view of Barbertain range.

was at the range every day supervising the workers and laying out the target lanes and firing points. After he had the lanes all marked out, the city surveyor checked his work and found it only 2 inches out at one point. Mr. Davis was not happy until that was corrected and he was assured the range was perfect.

On July 31 the dedication program was held. An audience of nearly 1,000 persons watched a special agent of the FBI demonstrate various firearms used in law-enforcement work, and give a display of trick shooting. Following this, a competitive match on the practical pistol course was



Sgt. James Hinds, Barbertain Police Department, checks over the plans for the Barbertain police gun range with George Davis, secretary, FOPA.

fired by teams from the Barbertain and Akron police departments and Ohio State Highway patrol.

The range will be made available to any organized shooting club or police team and plans are well under way to promote several rifle and pistol clubs among the youth of Barbertain. Besides the benefit which the individual officers will receive from practice and competition on the range, the city of Barbertain will benefit through the increased efficiency of its police department and the organized instruction given its younger people in one of the true American sports—the art of shooting.

Identification Error Rectified by FBI

The remains of a deceased man who had died on April 1, 1949, were shipped from Seattle, Wash., the place of his death, to a mortuary in Elgin, Ill., after the body had been presumably identified. When the alleged parents of the deceased viewed the body, however, they determined that the dead man was not their son. Identification papers belonging to their son had been found among the possessions of the deceased. Subsequently in a telephone conversation with his parents, the son

said that he had all of his identification data and had no idea as to the identity of the dead man.

The police department in Elgin, Ill., submitted the fingerprints of the deceased to the FBI. In addition, the coroner at Seattle forwarded to the Bureau prints of the unknown which had been sent to him from Elgin.

A search of the Identification Division files revealed that the dead man was an individual whose last known address was Omaha, Nebr.

POLICE PERSONALITIES

Charles H. Schoeffel was born on February 15, 1898, at New Haven, Conn. His family moved to Newark, N. J., in 1899 and it was here that he attended school. Following graduation he was employed by an insurance company.

In 1916 the young man joined the New Jersey National Guard and saw service on the Mexican border. The following year he enlisted in the Cavalry branch of the United States Army and saw service with the Seventy-sixth Light Field Artillery of the Third Division in the Champagne-Marne, Aisne-Marne, St. Mihiel and Meuse-Argonne campaigns. He was with the Army of Occupation in Germany until August 1919.

Enlisting in the first class of recruits of the New Jersey State Police in 1921, the present head of that organization was one of a group of 72 men. He became a sergeant shortly after completing original training at Sea Girt, N. J., and soon afterward was promoted to the rank of lieutenant and placed in charge of a platoon at Freehold. In 1923 he was placed in command of Troop B with headquarters at Netcong, and later



Col. Charles H. Schoeffel.

Superintendent of State Police

at Somerville. In 1929 he was appointed acting deputy superintendent, later deputy superintendent, and in September 1941, former Gov. Charles Edison appointed him superintendent of the New Jersey State Police. He was reappointed by former Gov. Walter Edge in January 1947.

Colonel Schoeffel is a member of the American Legion, the Veterans of Foreign Wars, the Third Division Society, the International Association of Chiefs of Police, the New Jersey Association of Chiefs of Police, a number of civic associations, and the Trenton Country Club. He is a past chairman of the State and Provincial section of the IACP and is an instructor at the FBI National Academy. Deeply interested in all phases of law enforcement, Colonel Schoeffel is particularly adept in the fields of administration and training.

Married, and the father of three children, Colonel Schoeffel resides with his family in their Trenton home.

Captain Littlefield Retires

After a colorful career with the Phoenix, Ariz., Police Department, Capt. Ernest A. Littlefield, a graduate of the second session of the FBI National Academy, stepped from the ranks into retirement.

Ernest Littlefield was appointed a patrolman on the Phoenix Police Department on October 13, 1928. After 5 years he received a promotion to sergeant of the motorcycle department of traffic. The resultant headlines were not uncommon. "Phoenician Gets Fractured Leg and Thrill in Parachute Drop," "Motorcycle Officer Resting Comfortably," "Littlefield Back on Job," "Local Officer Suffers Cut in Collision," "Motorcycle Officer Injured as Machine Hits Truck." Reg Manning, nationally known cartoonist, featured "Ernie" in his famous "Traffic Jam." The latter says "no comment" on the news items which state that "Capt. E. A. Littlefield is again resting easy in the hospital," or "Capt. E. A. Littlefield, no stranger at the hospital, is again * * *."

On September 16, 1940, Captain Littlefield left



Francis X. Latulipe, Director, Bureau of Criminology, San Francisco, Calif., Police Department, graduate of the first session, FBI National Academy, at left; Ernest A. Littlefield, Retired Captain, Police Department, Phoenix, Ariz., graduate of the second session of the FBI National Academy, middle; and Stanley D. Decker, Chief of Detectives, Police Department, Pasadena, Calif., graduate of the third session, FBI National Academy, right.

the police department for active duty in the United States Army. Certain news articles thereafter read: "July 30, 1942, Capt. Ernest A. Littlefield, U. S. Army, Canal Zone, has recently been promoted to the rank of major." "January 24, 1943, Maj. Ernest A. Littlefield has recently been promoted to the rank of lieutenant colonel." (It was during the course of his wartime duty that Colonel Littlefield, post commander at Fort DeLesseps, Panama, made two trips through almost impenetrable jungle to save the life of a 12-year-old Panamanian girl suffering from severe burns. It was during the same course of duty that Littlefield, deputy provost marshal of the Panama Canal Department, was decorated by the Panama Government with the Order of Vasco Nunez de Balboa in recognition of his contributions to the cause of unity between the United States and the Republic of Panama.) "June 26, 1946, since returning from the Armed Service, where he attained the rank of full colonel, Littlefield is heading the traffic division of the Phoenix Police Department as captain."

Captain Littlefield's record with the police department reads in somewhat the same manner: April 1, 1936, graduated from the second session of the FBI National Academy. January 15, 1937, promoted to lieutenant. September 1, 1938, pro-

moted to captain. December 1, 1947, promoted to chief of detectives. January 19, 1949, retired.

In a letter to the Civil Service Commission, Chief of Police Earl L. O'Clair, in commenting on Captain Littlefield's retirement, spoke of his rise through the ranks to his position of chief of detectives, and said: "He had distinguished himself in these various positions many times and his service record is spotless, never having been dismissed, suspended from duty, or officially reprimanded for misconduct or infractions of any departmental rule or regulation. He has never shirked any lawful command or duty, and his character is beyond reproach. He is the symbol of honesty, integrity, and loyalty, and is a respected leader of men in his profession * * * the department will feel the loss at Captain Littlefield's retirement and I regret his leaving, as do the other members of the force. His efficiency rating is superior and I recommend him without reservation."



Chief of Police June W. Jordan (extreme left) of the Coronado, Calif., Police Department receives a plaque honoring his department for its work in traffic safety. Awarded by the service clubs of Coronado, the plaque was presented to Chief Jordan by F. H. McIntire, Special Agent in Charge of the San Diego Division of the FBI. Dr. William T. Booth, president of the Coronado Rotary Club (third from left), and Earl Childs, president of the Coronado Lions Club (extreme right), are interested spectators.

"*Coronado Traffic Analysis*," appearing in the *FBI Law Enforcement Bulletin*, July 1949, page 17, reveals the fine type of work which the Coronado Police Department is doing in connection with traffic safety.

CRIME PREVENTION

Prior to 1946 there was a very definite juvenile delinquency problem in Jamestown, N. Y. On February 4, 1946, the Jamestown Junior Police was founded by action of the city council through the efforts of Chief of Police G. Harry Nelson. Since the establishment of this youth organization, juvenile arrest statistics have shown a decline of over 50 percent.

The first meeting of the junior police was held on February 25, 1946. Approximately 450 boys were in attendance. At this meeting the city was divided into six groups, called precincts. Each member was assigned to the precinct nearest his home. The precinct groups meet once each week in the junior high schools.

A boy commissioner is in charge of all precincts. Each precinct is headed by a captain and two lieutenants. One sergeant is selected for each 25 members and 1 corporal for each 11 members.

The membership of the Jamestown Junior Police is composed of boys of various races, creeds, color, and station in life. The only requirement—the boys must be between the ages of 12 and 17, inclusive. There are presently over a thousand members.

The first officers were elected by the members. Officers in the future are to be selected from those who have earned the office through the merit system. Merits are given for attending junior police meetings and functions, church, Boy Scout meetings, and for community service.

Regular meetings consist of organized sports—one hour of mass sports—and a brief period in which the youth problems of a particular neighborhood are discussed. The last three-quarters of an hour are devoted to educational movies.

The activities of the junior police are under the immediate supervision of Earl McEwen, director of the Youth Aid Bureau. Actual control is in the hands of a citizen's committee, which includes Jamestown's mayor and an advisory board. Chief of Police Nelson and all members of the police department are additional sponsors.

Jamestown Junior Police



The man who did the work has gone from patrolman to director of the Youth Aid Bureau on the shoulders of the Junior Police—Earl McEwen.

The following is taken from the small blue pamphlet issued by the junior police:

"The aim of the organization is: To form a closer association between the members of the Jamestown Police Department, citizens of Jamestown, and boys of juvenile age. To build character, health and promote good conduct among juveniles so as to make the boys of today the leaders of tomorrow, and to do all things necessary and proper to carry out the foregoing purposes. The corps will attempt to instill respect for law and the obligations of citizenship in its members, and eliminate fear of law-enforcement officers by teaching its members to properly discharge some of the delegated responsibilities of adults. To promote safety, to be loyal to the American institution, to be loyal to his community, and to develop clean minds and healthy bodies.

"The program consists of all kinds of sports, interprecinct competition, movies, self-defense, laws pertaining to youths of this age group, citizenship training, first aid, photography, radio, and



One of the many teams engaged in organized sports which keep the Junior Police meetings full.

many other subjects the members will suggest. We will have outings, trips, and once a year the Kendall Club of the Jamestown Police Department will give a picnic and outing at the Kendall Club lot on Lake Chautauqua.

"At police headquarters an office is maintained to keep records of all members and of the precincts and their activities. In charge of this office is a director who is a regular member of the police department.

Rules of the Jamestown Junior Police

1. I agree to be zealous in promoting safety; therefore I will not steal rides on busses, trucks, automobiles, or trains, nor will I ride a bicycle, drive a car, or any other vehicle in such a manner as to be dangerous to others or to myself. I will respect all traffic regulations at all times.
2. I agree not to smoke cigarettes or use liquor or tobacco in any form without the permission of my parents. I recognize my responsibility to society for maintaining my own health.
3. I agree to keep my language clean and free from profanity, and to use my influence to help others to do likewise.
4. I pledge that I will never ring false alarms for fire, or permit others to do it if I can prevent it.
5. I agree to refrain from malicious and foolish destruction of property.
6. I pledge myself to honesty, therefore I will not steal the property of another, nor steal his reputation by repeating gossip.
7. I agree to practice kindness to dumb animals always.
8. I promise to be courteous at all times, to be respectful to my elders and my superiors, to be kind to those about me, to help the aged or crippled, and in all ways to endeavor to merit the title of "Gentleman."

9. I pledge obedience to my superior officers, to all rules and regulations of the Jamestown Junior Police, to the ordinances of my city and the laws of the State and Nation.

10. I promise faithfully to perform the duties and discharge the obligations which membership in the Jamestown Junior Police places upon me, and to surrender my membership and insignia of membership upon demand of my superior officers.

Repeat after me . . .

To all the above I solemnly agree upon my word of honor to fulfill to the best of my ability. I accordingly herewith sign my name in evidence thereof.

Signed_____



Grants Pass Combats Juvenile Delinquency

"The kids of Grants Pass are the best crop we have." This statement, by Police Chief Carl M. Dallas of Grants Pass, Oreg., at a meeting of the chamber of commerce, reflects the attitude of the police department regarding the ever-present problem of juvenile delinquency. Active in work dealing with the youth of the community, Chief Dallas believes that "An ounce of prevention is worth a pound of cure," particularly when it is applied to what has become a major problem in many centers. This belief has been instrumental in the formulation of departmental policy in the handling of juveniles, and it is reflected, as well, in the attitude of the public.

The westward migration shortly before World War II brought an influx of people to the city of Grants Pass. The local population doubled over prewar days and is expected to continue to grow. Since the city is located at the junction of two important highways the flow of traffic is heavier than that of cities of similar size. All of these factors added to the juvenile problem.

Long association with youth movements had given Chief Dallas a wide perspective, so that, when on September 10, 1947, at a Josephine County Council of Parent Teachers Associations, a proposal to establish a teen-age recreation center was made, he saw in it the foundation of a movement which would answer the increased needs of the community if the youth were to be protected against delinquency.

Plans for the youth center progressed. On March 17, 1948, at the annual Police St. Patrick's Ball, Chief Dallas presented the Teen Age Club with a check for \$500. This gift from the city police department was made possible by monies from the police benefit fund. It started the ball rolling. Soon other organizations and business establishments contributed until a list of donors read almost like a directory of the Grants Pass business firms and fraternal organizations.

A goal of \$8,000 had been set as a total cost of grounds and building. The site picked was 100 feet by 200 feet in size. It was purchased from a power company which sold it to the now incorporated Hi-Teen Club at one-half the valuation.

From the beginning until the completion of the building, the public was kept aware of all progress through the courtesy of local newspapers which provided an endless amount of newspaper space and pictures almost daily. The local radio station also furnished time for hi-teen programs and varied announcements which added to the interest.

The project rapidly became a thing in which all businesses, organizations, and individuals played a part. The teen-agers were very active from the beginning. They held parties and sponsored different sports activities. They maintained a very successful booth at the county fair. This kept up their interest and helped them to feel that they were building for themselves. Cash donations, plans, materials, labor, and assistance of every kind continued to pour in.

When completed, the building, together with the grounds, only slightly exceeded the estimated \$8,000 although according to present values the total property is worth nearly \$50,000.

On January 7, 1949, the Hi-Teen Club was opened. A gala occasion for the community, the opening was well attended by representatives of local organizations and city, county, and State officials.

The Hi-Teen Club is incorporated as a nonprofit organization. Membership is \$1 per year. Cards are issued, but membership can be revoked for infraction of rules. Hours are 7 p. m. until 10 p. m. and members are not permitted to leave until the party is over. Meetings close promptly at 10 p. m., and there is no loitering on the premises. The club house is used on alternate Saturdays by intermediate and senior members, of whom there are approximately 500 in each group.



The recently completed Hi-Teen Club House.

Organized groups of youngsters such as 4-H, Boy Scouts, etc., under adult supervision utilize the building on week nights.

It would be a fallacy to say there is no juvenile delinquency in Grants Pass, but it is a minor item in the law enforcement of the city and it is kept at a minimum. Grants Pass is proud of its excellent record in this respect.

Chief Dallas has been with the police department of Grants Pass for 12 years. He has served as chief for 7 years. During his tenure of office the police department has expanded from a force of 5 men to the present total of 12. Two patrol cars and a three-wheel and a solo motorcycle are utilized. Contact between cars and station is maintained by FM radio.

To keep abreast of current conditions Chief Dallas sends officers to the various police schools held in the area. He, himself, actively supervises all major crime investigations and his officers have instructions to call him day or night should conditions warrant.

Grants Pass has a total population slightly in excess of 10,000, yet the schools have a daily average membership of 2,800 students. Of this number, 1,300 live within the city and 1,500 are brought to town by bus from the surrounding community.

Individual officers are urged to take part in youth training programs and activities. Parent-teacher associations and other organizations are supplied with speakers from time to time. As a result, public relations are maintained at a high level and the beneficiaries are the public, the police, and the youth of the city.



CRIME PREVENTION

In 1939 while Vancouver was under a councilmatic form of government, the chief of police felt that some action must be taken to combat juvenile crime in the city. This decision was made after a check of police records revealed that 83 percent of crimes which were cleared, were cleared by the arrests of juveniles. This, of course, indicated a very high rate of juvenile delinquency.

An officer was promptly relieved from his other duties and was told to concentrate on a program designed to prevent juvenile delinquency.

Several juvenile "gangs" were operating in the city, loitering in areas conducive to delinquency. The gangs were dispersed. The officer then began to work with the school as a base. He talked to the students in assembly. Wearing his full uniform as a representative of the Vancouver Police Department, he attended all football and basketball games and other youth gatherings. He worked with the school children in traffic safety, started a bicycle registration program, and successfully sponsored a bicycle ordinance requiring each bicycle owner to take a written examination on safety rules before a license was granted.

The officer felt that an arrangement whereby he could work more closely with the children in teaching them the proper way to ride a bicycle and the correct rules for pedestrians would be invaluable. Accordingly, a traffic school was created and held in the gymnasium of each grade school.

An intersection was painted on the floor. A traffic light which changed from green to amber to red was installed, together with a bell which was timed to work automatically and ring as the light was changing.

Fifteen large-sized tricycles were used for automobiles. As each class entered the gymnasium its members were given a 15-minute talk on "rules of the road" before actually taking part in the traffic driving.

Students were divided into two groups—pedestrians and drivers.

Reducing Juvenile Crime

by CAPT. DEWEY J. CROWLEY, *Juvenile Protective Division, Vancouver Police, Vancouver, Wash.*

The drivers were instructed to be in their proper lanes while making a right or left-hand turn, to give proper signals, and to give the right-of-way to the pedestrians. After a few minutes the pedestrians were instructed to watch for violations and to report improper signals. When a motorist failed to make proper signals, he relinquished his automobile and a pedestrian became a driver.

Each student received at least 1 hour of participation in this program. We found that it not only taught the student to become traffic-safety conscious, but it also gave the police instructor an opportunity to become personally acquainted with each student. This officer, in full uniform, went to the school at 9 a. m., ate lunch with the students, and did not leave until school was out. It took approximately 1 week to give every student an opportunity to participate, then the equipment was moved to the next school and the program was repeated. This traffic program was continued each year thereafter.

We began to notice a large drop in our percentage of juvenile crime and the officer chosen to work with the young people was instructed to carry on with the program.

The school safety patrol was reorganized and equipped. Junior officers served at busy intersections at the schools. At a weekly meeting the patrolmen were inspected for proper equipment and given added instructions as to their duties. Their complaints were taken under advisement by the officer, who was in full uniform. This patrol has now been in operation 12 years. No accidents of any type have occurred at any of the crossings which patrolmen were guarding during those 12 years. For four consecutive years the city of Vancouver has won a perpetual safety trophy, awarded by the State American Legion. It is believed that the winning of this trophy is due largely to the splendid record of the traffic safety patrol.



A view of the clubroom in Vancouver's Teen-Age Club (snack bar is not shown).

We of the police department felt that some type of reward should be given the juveniles for their splendid cooperation. A local milk company was asked to sponsor a "kid show." The company was happy to do so. As a result, 1,385 boys and girls gather every Saturday morning at a leading theater in the heart of the city.

We check very closely on the type of moving picture being shown. A few acts of vaudeville are presented by talented boys and girls of the city. Every boy and girl has an opportunity to try out for the stage show.

During the 8 years in which the shows have been presented, we have had no accident of any type, either coming to the show, leaving, or during the course of the entertainment. This, we feel, is indicative of wonderful cooperation on the part of the juveniles.

With the assistance of our mayor, Vern Anderson, we organized a Teen-Age Club for boys and girls of high school age in 1942. The club presently has approximately 850 members. It is supervised by a full-time director. The governing body, however, is made up of the president of both the high school and junior school and the student-body council. It includes boys and girls ranging in age from 13 to 18. All activities are planned and promoted by this group which changes annually as the members are elected in their schools.

The boys and girls feel that the Teen-Age Club is their club. They have done all of the work of



Saturday-morning scene in Vancouver's Castle Theater.

interior decorating and have exhibited unusual interest in the general maintenance of the building.

The success of the youth club was so apparent, and it so obviously was needed, that we formed a second club. Both groups are still operating and, we feel, both are very beneficial in helping to combat delinquency.

We take a very active part in the management and supervision of a "Summer Youth Camp," which we maintain for a period of 3 months for underprivileged boys. The money for maintenance of the camp is raised through the sponsorship of businessmen and service clubs.

We who work on the juvenile program know that it is essential to have the cooperation of the principals of the schools and of the recreational directors. Without their help the problem would be most difficult.

We do not forget the public relations angle of the juvenile program. Our schedule calls for addresses six to eight times a month before service clubs, P. T. A. meetings, church groups, and mothers' clubs. We are happy to have the opportunity to bring our problems before the parents and to ask their assistance in helping us with our preventive program.

Our chief of police, Harry C. Diamond, has had many years' experience in police work, and in juvenile work as well. He realizes the importance of the department's taking an active part in continuing the juvenile delinquency prevention program. He feels that it is necessary to have the

cooperation of the public and the juveniles in order to carry on both an efficient police department and an effective crime-prevention program.

Prior to the war, the delinquency percentage rate dropped from 83 to 13 percent. During the war our population increased from 18,000 to 125,000 adults and from 3,000 to 10,500 juveniles. We found that in 40 percent of the cases both mothers and fathers of our grade-school children were working and our schools were on a double shift. This meant that approximately 6,000 juveniles were released from school at 12 o'clock noon with no inducement to go home inasmuch as there was no parent there.

At this time we have approximately 9,000 registered school children. This means there are three times as many children in the city as there were prior to the war, yet our delinquency still figures approximately 13 percent of the crime in our department records. We feel that our interest in training over these many years, and a regular police officer in uniform working constantly among the children, have had a large part in establishing this record.

A problem which developed during the war was that of our juvenile hitchhiker. To conserve transportation facilities, servicemen were encouraged to hitchhike. Some juveniles were taught to hitchhike to and from school. Now it is not uncommon for us to apprehend juveniles who have hitchhiked from coast to coast. Some unthinking but respectable citizens have encouraged hitchhiking, not realizing the inherent danger to the juvenile as well as to themselves. We feel that if each State would discourage this practice through local regulations it would be extremely difficult for juveniles to stray far from their home towns, later to become stranded and in need.

Officers' reports and juvenile records in Vancouver are filed separately from other police records. We have one officer on each 8-hour shift whose primary duty is work with juvenile boys and a police matron on each shift whose primary duty is juvenile girls. These officers do have other types of police work, but when a case in which a juvenile is involved arises, these officers handle it away from the regular police department. When any officer apprehends a juvenile for a violation

of the law he immediately turns the latter over to the juvenile officer or the juvenile matron on duty.

We coordinate our work very closely with the judge of the juvenile court within the framework of the State juvenile laws. We feel that we have gained judicial confidence.

We attempt to pick juvenile officers who are interested in working with children, and they are trained for the work. Once selected, we try to keep the officer continuously on this special detail for we have found that a wide acquaintance on the part of the officer among juveniles promotes harmony between juveniles and all law enforcement. Some departments are reluctant to put a young officer, who shows promise, in juvenile work, but we have found that this type of work requires personnel of the highest caliber if the work is to be done correctly.

Our program of juvenile-delinquency prevention has been in operation for many years. During this time we have had the opportunity to study many of the causes which contribute to the problem and we have come to realize the necessity of changing and improving our juvenile department from year to year. And after these many years we are beginning to reap the harvest of our past work.

We have found some police departments and sheriff's offices which have become discouraged because of a lack of immediate results. Our records show that in order to gain desirable results, such a program must be continued over the years. "As the twig is bent, so grows the tree."

It is necessary to start the juvenile-delinquency prevention program in the kindergarten and continue it through elementary and junior and senior high school. It is during this time that the youth of the community begin to look upon the uniformed officer as a friend and adviser.

We feel that the values of a program which helps to bring security, happiness, and enjoyment to a community cannot be measured in dollars and cents.

In the event that any law-enforcement agency is interested in obtaining details relating to the above-mentioned programs, a letter addressed to the Vancouver Police Department, Vancouver, Wash., will be given every possible consideration.



MISCELLANEOUS

Wanted by the FBI



STEPHEN WILLIAM DAVENPORT, with aliases: Walter Bragg, Steve William Davenport, Fred Johnson, Frank Parker, Fred Parker, Steve Pasco

***Interstate Transportation of Stolen Motor Vehicle
Federal Escape
Conditional Release Violator***

Stephen William Davenport was released from the United States Penitentiary, Leavenworth, Kans., on May 26, 1949, on condition that he stay out of trouble. He was arrested on July 5, 1949, by the Police Department, Quincy, Ill., for transporting a stolen motor vehicle interstate. Davenport signed a statement admitting participation in the crime, yet he requested a hearing before a United States commissioner and asked for a week's delay before the hearing was to be held. The night before he was to appear before the commissioner, he broke a bar in the shower room of the house of correction at Quincy, Ill., where he was held, squeezed through the opening, tied a blanket to the window and slid to the ground.

An indictment was returned by a Federal Grand Jury at Springfield, Ill., on September 26, 1949, charging Davenport with violating title 18, U. S. Code, section 2312, the interstate transportation of a stolen motor vehicle. A complaint filed before a United States commissioner at Springfield, Ill., on July 12, 1949, charges him with escape from the house of correction, Quincy, Ill., July 11, 1949, in violation of title 18, U. S. Code, section 751. On July 13, 1949, the United States

Board of Parole, Washington, D. C., issued a warrant charging subject with violating the terms of his conditional release from a United States penitentiary.

Davenport's criminal career began in 1920, when he was sent to the State Training School for Boys at Eldora, Iowa, for 3 years as incorrigible. On November 15, 1927, he was sentenced to 2 years in the United States Disciplinary Barracks, Fort Leavenworth, Kans., for desertion and assault. On October 9, 1929, the police department, Hammond, Ind., arrested Davenport for the crimes of murder and robbery. After serving 16 years and 6 months of a life sentence, Davenport was paroled on April 23, 1946. Three months later he was arrested by the police department in St. Louis, Mo., for violating the National Motor Vehicle Theft Act and transporting firearms interstate. He was sentenced to a term of 4 years in Leavenworth Penitentiary.

Davenport, who has been convicted of the first-degree murder of a policeman, was carrying an automatic pistol when he was arrested on July 5, 1949. He must, therefore, be considered armed and extremely dangerous.

Davenport is described as follows:

Age—42; born—June 7, 1907, Keokuk, Iowa (not verified); height—6 feet 1 inch; weight—170 pounds; build—slender; eyes—hazel; hair—brown, mixed gray; complexion—dark; race—white; nationality—American; occupation—shoe repairman, carpenter, blacksmith, farm hand; scars and marks—V-shaped scar inner right wrist, oval-shaped scar inner right wrist, third joint of right third finger deformed as result of break, horizontal scar under right side of chin, vertical scar above inner point of left eye, scar on right eyebrow. FBI number—236,206; fingerprint classification—

$$\frac{10\ 1\ R-t\ 14}{1\ aR} \quad \text{Ref: } \frac{R}{T}$$

Any person having information which may assist in locating Stephen William Davenport is requested to immediately notify the Director of the Federal Bureau of Investigation, United States 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.

LAB Findings

Aid In Solving

A Murder

Aaron H. Hover, 69-year-old Laguna Beach, Calif., oil operator, visited his son, Wade, a student at the University of Tennessee in Knoxville, during the course of a business trip to that area. Both father and son felt the visit was a lucky one, for Mr. Hover was able to buy a 1947 Studebaker Commander from one of Wade's fraternity brothers.

The day after the purchase, Mr. Hover broke his eyeglasses on the door corner of the new car. Since he was driving to Middlesboro, Ky., on business he took the broken glasses to a jeweler in that town. After the matter of repairs had been discussed the jeweler introduced him to another man at the counter.

In this purely accidental manner Aaron Hover met James Walter Poore. With little regard for truth Poore imparted the information that he was a successful businessman and landowner, and, learning that Mr. Hover was in the oil business, urged the latter to accompany him to Laurel, Miss., the center of an oil boom area. He suggested that he might consider selling Hover an oil lease on some of his land.

The trip was arranged. Poore was to accompany Mr. Hover in the new Studebaker to Laurel. He returned with the latter to Knoxville where he exerted himself to impress Wade Hover. As they were about to leave the dormitory where Wade lived, Poore insisted that the youth accompany them to a nearby town since the young man planned such a trip that evening. Inasmuch as he was not dressed and packed, Wade declined and said good-bye to his father with the admonition to "Take good care of yourself."

Poore said, "Don't worry about your father at all, son, I'll take good care of him."

The two men drove away. It was the afternoon of July 6, 1947.

Four days later, ragpickers, traveling the highway between Overt and Laurel, Miss., saw vultures circling over a pine thicket and notified local authorities.

The investigating officers found the body of an unknown man hidden away in the thicket. Under the direction of C. W. Valentine, Chief of Police

at Laurel, Miss., they conducted a painstaking search for clues, both as to the man's identity and the circumstances of his death.

An autopsy revealed skull fractures. No papers, billfold, or jewelry were found on the body, but the key to identification, a laundry mark of "Hover," was discovered on the underclothing of the dead man.

The officers then began the search for a missing man named Hover. The theory was advanced that the unknown man had been in the oil business. Oilmen in Mississippi could not identify him. Chief Valentine telegraphed major police departments and oilmen's associations throughout the United States to determine if a person named Hover was missing. Eventually an oil-company official, who on arrival at Laurel learned of the efforts to identify the deceased, stated that he once knew of an independent oil operator in Artesia, N. Mex., whose name was Hover.

A check in Artesia resulted in a referral to the residence of Mr. and Mrs. A. H. Hover in Laguna Beach, Calif. Mrs. Hover made a hurried call to her son and learned that he had become worried about his father. Mrs. Hover flew immediately to Laurel where she identified items of clothing found on the dead man as belonging to her husband.

A further and positive identification of the badly decomposed body was made when a dentist in Laguna Beach wired a technical description of the temporary filling he had placed in a molar for Mr. Hover to a dentist in Laurel. The latter confirmed details set forth in the telegram and the unknown dead was definitely identified as Aaron H. Hover.

Wade Hover joined his mother in Laurel. He was able to furnish a complete description of J. W. Poore and details of the trip planned by Poore and his father.

FBI files revealed that the suspect had a long criminal record and that he had served time on numerous occasions. The man's allegation that he owned land near Laurel proved to be completely false.

On July 17, 1947, an affidavit was filed charging Poore with the murder of A. H. Hover. In an authorized complaint the subject was also charged with unlawful flight to avoid prosecution (murder), and the local agency was joined by the FBI in the search for the wanted man.

The fugitive was reported to be armed.

On September 4, 1947, FBI agents arrested James Walter Poore as he entered an automobile

in Adrian, Mich., where he was known to associates as "J. W. Powell."

A search of his apartment yielded a suitcase, clothing, geological instruments, and jewelry, all later identified as property of Aaron Hover; a loaded S. & W. revolver; and a die-set seal of office stamped "R. L. Ward, Justice of Peace, Clarke County, Miss."

Poore first denied, then admitted his identity and gave several conflicting stories. He insisted that he had parted company with Mr. Hover at Richton, Miss. Hover, he said, had continued on to California in the Studebaker while he caught a bus from Richton to New Orleans.

Poore was removed to Mississippi. Here he gave local officers and FBI agents a story which differed completely from his earlier statement. He admitted leaving Middlesboro, Ky., with Hover but denied any knowledge of the latter's death. Poore stated that as he and the victim ate in a Birmingham, Ala., restaurant, they were approached by a man named M. H. Morgan (an individual well known to Poore) who asked to accompany them to Mississippi. The three then allegedly visited friends of the subject. After leaving, according to Poore, Morgan expressed a desire for whisky. The subject said he told Morgan and Hover to get whisky if they wished; he did not want any. Thereupon they drove down the road and put him out at a house where he agreed to wait for their return. Just before dawn, he said, Morgan returned without Hover. Morgan allegedly had persuaded Hover to sell him the car and had driven the automobile to Laurel where he presumably caught a bus for California. Poore asserted he did not question Morgan's statement and he himself subsequently bought the Studebaker from Morgan.

Two days after the apprehension of Poore, the Studebaker formerly owned by Hover was found in the possession of a tavern operator in Omaha, Nebr. He identified a picture of J. W. Poore as being that of the individual who sold him the car while using the name of J. W. Powell. The tavern operator had in his possession a bill of sale which reflected the car was first sold to a "J. W. Powell" by an "M. H. Morgan." This first transaction was notarized by Justice of Peace "R. L. Ward." This bill of sale was notarized a second time by Roy H. Bennett, Omaha, Nebr., and endorsed by "J. W. Powell" in the presence of the tavern operator and was to serve as the legal paper giving the latter title to the automobile.

This document was forwarded to the FBI Laboratory where an examination revealed that the signatures "M. H. Morgan," "R. L. Ward" and "J. W. Powell" were all written by James Walter Poore. The examination also revealed that the original owner's signature "M. H. Morgan" was written after the embossed seal impression "Justice of Peace, R. L. Ward, Clarke County, Miss." had been impressed in the paper. This indicated an illogical chain of events in the execution of the bill of sale.

Poore was brought to trial for the murder of Aaron H. Hover on December 15, 1947. The FBI document examiner presented his findings—testimony which proved that "M. H. Morgan" was a fictitious person. The agent who had arrested Poore gave details of the arrest and search, and the early statement of the subject. An FBI agent at Laurel testified regarding the contradictory explanation which Poore offered him regarding the subject's association with Mr. Hover. The tavern operator gave details regarding the sale of the automobile by Poore to him. Mr. R. L. Ward, justice of the peace, Clarke County, Miss., testified that he discovered his seal of office missing shortly after a visit to his office by Poore in early May 1947. He identified the seal found in Poore's possession as the one missing from his office. He also testified that the R. L. Ward signature on the bill of sale was not his signature.

The jury deliberated for 7 minutes before returning a verdict of guilty. Poore was sentenced to be electrocuted on January 30, 1948. The case was appealed without avail. The date of electrocution was set for June 3, 1949. On June 1, 1949, James Walter Poore committed suicide by slashing his arm with a razor.

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Trespasser Is Wanted For Murder

On April 21, 1949, a man was arrested by the Nickel Plate Railroad police for trespassing. In lieu of payment of a \$25 fine and costs, the subject was sentenced to the Warrensville workhouse, Warrensville Heights, Ohio. Meanwhile, a copy of his fingerprints, checked by the FBI in Washington, revealed that the trespasser, who was using an alias, was wanted for murder in Holt, Ala.

Extradition proceedings were perfected on May 19, 1949, and the subject was released to Alabama authorities on that date.

Firearms Training Lihue, Kauai, T. H.

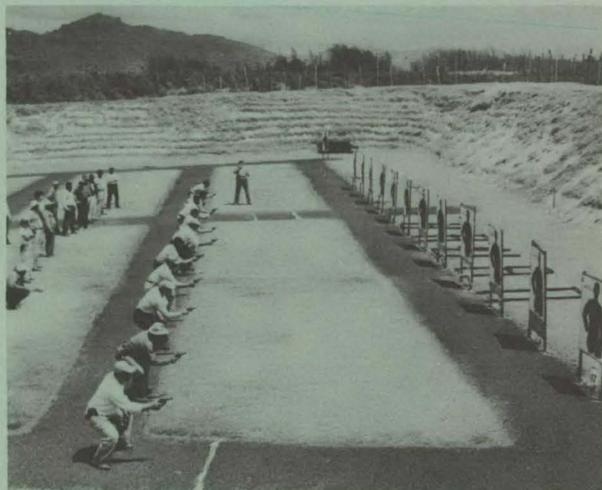
The trophy shown in the accompanying photograph was purchased and presented by members of the Honolulu Police Department Pistol Team to the Kauai Police Department in connection with the opening of a new practical pistol course range recently completed for the Kauai Police Department on the Island of Kauai, T. H.

The gift is indicative of the fine type of co-



Chief of Police Edwin K. Crowell, of the Lihue, Kauai, Police Department accepts the trophy from Lt. Robert Kennedy, Honolulu, as Chief of Police Dan Liu of the Honolulu Police Department smiles approvingly. Photo by K. Shimogaki, Honolulu Advertiser.)

operation existing between the two departments. The trophy itself is an added incentive for much practice on the new three-lane range, patterned after the FBI range at Quantico, Va. The Kauai police officers are participating in 12 monthly pistol matches dating from April of this year. The officer winning most of the monthly shoots will become the permanent possessor of the trophy.



On the range. Chief Crowell is firing silhouette target No. 17 in the foreground. Assistant Chief Antone Fernandez is next to Chief Crowell on the firing line.



Classification of Fingerprints

It is no longer possible for the Federal Bureau of Investigation to supply the above booklet in quantity to law-enforcement officers. Copies of Classification of Fingerprints may be secured from the Government Printing Office in Washington, D. C. The price is 40 cents a copy. Requests for this booklet (which is restricted in distribution to those regularly employed in municipal, county, or State police work and those officers of the Federal Government engaged in law enforcement) should be addressed to Superintendent of

Documents, United States Government Printing Office, Washington 25, D. C.

For your information, the Superintendent of Documents of the Government Printing Office does not send the material collect. Therefore, the necessary funds must accompany your order. Checks or money orders should be drawn payable to the Superintendent of Documents.

Requests should be written on the letterhead of the law-enforcement agency of which the person desiring the booklet is a member.

Questionable Pattern

FINGERPRINTS



The pattern reproduced this month is in no way unusual but it is illustrative of a type of tented arch.

Ridge "A" leaves the general contour of

the pattern at a sufficient angle to constitute an upthrust. In the Identification Division of the FBI the pattern is classified as a tented arch.