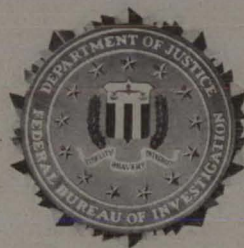


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FBI

Law Enforcement

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Vol. 22 No. 6

Federal Bureau of Investigation
United States Department of Justice
J. Edgar Hoover, Director

FBI Law Enforcement Bulletin

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The *FBI Law Enforcement Bulletin* is issued monthly to law-enforcement agencies throughout the United States. Much of the data appearing herein is of a confidential nature and its circulation should be restricted to law-enforcement officers; therefore, material contained in this Bulletin may not be reprinted without prior authorization by the Federal Bureau of Investigation.



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United States Department of Justice
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June 1, 1953

TO ALL LAW ENFORCEMENT OFFICIALS:

This issue of the FBI Law Enforcement Bulletin features an article discussing the problem of cargo thefts from common carriers and other vehicles operating in interstate, intrastate and foreign commerce. The increasing incidence of this crime during recent years creates a problem which merits special attention by every police agency with jurisdiction over such offenses.

The stealthy and unspectacular manner of committing most thefts of this type belies the real importance of the crime. The annual loss runs to many millions of dollars and covers a wide diversity of products, with noticeable concentration on those which are more scarce, expensive and difficult to replace. In one of our recent cases the thieves hijacked a truck containing one-half million dollars worth of radio and television tubes. An opportunity to engineer a theft of this magnitude can be expected to draw underworld talent more skilled than that of a common thief.

The use of violence is another measuring stick which serves to place many cargo thefts among the major crimes. Armed robbery and kidnaping of the vehicle driver have accompanied many of these offenses. Others involve an element of forgery or embezzlement. Interstate transportation of stolen property, interstate transportation of a stolen motor vehicle and unlawful flight to avoid prosecution often occur during and after commission of the original theft.

As one step toward more effective action on this type of crime we have scheduled over 100 regional conferences to be held during 1953. In addition to FBI personnel, these meetings will be attended by city, county and state officers, railroad police, terminal and dock guards, military police and representatives of other law enforcement agencies. Mutual discussion of methods for investigating cargo thefts should result in a coordinated plan of action against this increasingly serious violation.

Very truly yours,

A handwritten signature in dark ink, appearing to read "J. Edgar Hoover", is written over the typed name.

John Edgar Hoover
Director



FEATURE ARTICLE

1953 Conferences Will Map Campaign On Cargo Thefts

Theft of goods moving in interstate, foreign, and intrastate commerce is a chronic problem to law enforcement. In the course of a year's time this Nation ships billions of dollars worth of goods by train, plane, truck, and ship over routes varying from a city block or two to the farthest corner of the globe. Some of these cargoes are stolen by the criminal element. While the percentage stolen is relatively small when compared to the enormous value of all shipments, the losses run to large figures and represent a constant problem to both business and law enforcement.

The great majority of police authorities have a responsibility connected with some part of these thefts. If the goods are moving in interstate or foreign commerce, investigative jurisdiction is vested in the FBI by Federal statute. If the goods are moving in intrastate commerce, however, as is often the case, jurisdiction vests in State and local authorities. The general problem is unquestionably one of mutual concern.

Conferences on the Problem

Closer coordination of investigative work should improve the results obtained by all authorities working on this type of crime. It is with that objective that the FBI has planned a series of regional law enforcement conferences to be held in all principal sectors of the Nation during 1953. Each will provide a forum for mutual discussion of the problems, methods, and techniques involved in combating this type of theft. The schedule for each conference is being developed by the FBI office covering the particular area for which that conference is being held.

The conferences will include representatives from all interested law enforcement agencies as well as representatives from neighboring police agencies in Mexico and Canada. Various experts of the transportation industry will take part as speakers and participants. Locations of the conferences will be based on a determination as to places most convenient to the majority of those attending and the number of conferences to be

held in each FBI field division will depend on the area to be covered.

Inasmuch as goods moving in interstate commerce are illegally obtained in a variety of fashions, such as by armed robbery, burglary, larceny, sneak thievery, embezzlement, and fraud, the conference programs will be designed to include methods and investigative techniques employed in solving those crimes. Many of the techniques discussed will be useful in solving other police cases where theft from interstate shipments is not involved.

Violations on the Increase

Statistics reveal that in the period beginning with the fiscal year 1942 and closing with the fiscal year 1952, cases investigated by the FBI involving the Theft From Interstate Shipment statutes have resulted in 8,610 convictions. Sentences, including actual, suspended and probationary, amounted to 19,382 years, 3 months, and 3 days. Fines in the amount of \$612,294 were levied against violators, and recoveries amounted to \$4,883,494. A total of 1,178 fugitives were located.

Violations of the Theft From Interstate Shipment statutes are increasing. Convictions in FBI cases in this category rose from 600 during the 1951 fiscal year to 670 during 1952. In this latter period, fines amounted to \$56,377 and recoveries totaled \$912,302, as compared with fines totaling \$48,784 and recoveries in the amount of \$869,386 for 1951. One hundred fifteen fugitives—12 more than in 1951—were located and sentences totaled 1,597 years and 4 days.

The Statute

All hijackings and thefts from common carriers are not investigated by the FBI. The FBI has jurisdiction only when the shipment stolen, or some part of it, is moving in interstate or foreign commerce. Thefts or hijacking cases involving shipments moving intrastate are handled by State and local police authorities.

Briefly, a violation of the Theft From Interstate Shipment statutes consists of:

1. The theft or embezzlement of any goods or chattels which are moving as interstate or foreign shipments, as specified in the statute.

2. The buying, receiving, or possessing of such goods, knowing they were stolen or embezzled.

3. Unlawfully breaking the seal or lock of, or entering with intent to commit larceny, any railroad car, motor truck, aircraft, vessel or other vehicle which contains interstate or foreign shipments.

4. The embezzlement of moneys by employees or officers of any firm engaged in interstate commerce as a common carrier may in some circumstances constitute a violation.

The maximum penalty provided is a \$5,000 fine or imprisonment for 10 years, or both. The statutes further stipulate that a judgment of conviction or acquittal on the merits under the laws of any State shall be a bar to any Federal prosecution thereunder for the same act or acts.

Motives and Methods

Goods moving in interstate commerce may be illegally obtained in several different ways: (a) Armed robbery, more commonly known as hijacking; (b) larceny from truck or other vehicle, dock, loading platform, depot, terminal, etc., which includes package thefts and sneak thievery; (c) burglary—breaking and entering of warehouses, terminals, depots, etc., including the breaking and entering of trucks or railroad cars or breaking the seals thereon; (d) embezzlement—conversion of the load and conversion of the freight charges; and (e) fraud—obtaining an interstate shipment by use of fictitious name or transportation company, etc.

Some of the most complicated criminal investigations involve the tracing of goods missing from interstate shipments. Inasmuch as every stopping point of a shipment provides a possible means for thieves to get at the goods, inquiries frequently must begin at the origin of the cargo and progress to the point where the loss is discovered. Thieves operate in various ways. They may break into a boxcar parked on a siding, open a boxcar while a train is moving and throw goods out along the right-of-way, remove portions of shipments being transferred from a freight car to a motor delivery vehicle, or steal goods from warehouses.

Tape Implicates Suspect

Several cardboard cartons sealed with pieces of gummed tape, a part of the loot recovered in a theft from interstate shipment case, were forwarded to the FBI Laboratory together with a roll of tape known to be the property of the suspect in the case. FBI Laboratory experts determined that a piece of the adhesive tape taken from one of the evidence boxes had been torn from the roll of tape submitted, the identification being based upon the matching edges where the tape had been severed.

In some cases thieves have operated in a more direct and positive manner, stopping trucks at intersections, on ferries, at bridges, or other spots where it was necessary for traffic to slow down, holding a gun on the driver of the vehicle and taking the cargo by force.

It is almost axiomatic that the more scarce a consumer item becomes the greater the increase in thefts of that item. During the potato shortage in the spring of 1952, two young teen-agers broke into a freight car and stole nine 50-pound sacks of potatoes. The car, which was a part of an interstate shipment, had been delayed on a siding because of a nonworking day. By the time police located the thieves, they had sold five of the nine bags of potatoes.

Not all Theft From Interstate Shipment cases can be considered major thefts. Frequently transportation companies in certain localities suffer losses as the result of systematic pilferings by a group of thieves, occasionally within the organization itself. Where so-called petty thievery is engaged in extensively, the losses may and often do far exceed the loss sustained in one major theft. A carloader for an express agency, over a period of 2 years, stole raw furs valued at approximately \$150,000. This thief operated by replacing the waybills and shippers' tags with fictitious waybills and shipping tags bearing his own name as consignee. After these shipments were diverted and delivered to his residence, he broke them down into smaller lots and removed all identifying marks and shipping tags on the inside containers. He then packed the smaller lots in new outside burlap bagging or other containers and disposed of the furs to legitimate dealers whose names he obtained from advertisements in

fur trade periodicals which requested collectors of raw fur pelts to forward them for sale.

Hijackings

While no separate breakdown is maintained as to the number of Theft From Interstate Shipment cases which involve hijacking, it is certain that the hijacker constitutes a major challenge to law enforcement. Hijacking is a special type of highway robbery usually involving organized gangs. There are "finger men" who indicate the truck to be hijacked, hoodlums who "case" the jobs, gunmen who perform the holdups, fences who receive the loot and "salesmen" who assist in disposing of the stolen property.

These gangs generally follow the practice of holding up drivers at street intersections or other places where temporary stops are required. In some instances the drivers are thrown into the rear of their own trucks and freed only after the load has been removed. In other cases they are taken away from the scene in the hijacker's automobile. One held for several hours was told where he could find his empty truck when released. In virtually every case drivers are blindfolded, a favorite method being to use sunglasses and tape.

Equally as dangerous as the thief himself is the "fence"—the contact man between the thief

and the consumer, the middle man without whose assistance the thief often could not find a market for his goods. Generally a specialist in his own field, the "fence" sometimes operates a legitimate business establishment as a cover for his illegal activities.

Businesses which operate entirely on hijacked stock are rare. Instances occur, however, where stolen goods have been mingled with legitimate merchandise both for distribution and concealment. The leader of one group of hijackers specializing in hijacking fur trucks was himself in the fur business. Investigation into his activities reflected that he stole furs from the same factory from which he purchased others. The stolen goods were then mixed with those legitimately obtained, making it exceedingly difficult to prove that any particular fur was stolen. It also provided him with an "alibi" since he could claim any of the furs in his possession were legally purchased from legitimate dealers.

A police officer investigating any type of crime should take full advantage of all the facilities of law enforcement. The investigator of a theft from interstate shipment case should be aware of the aid which the FBI Laboratory can give him in such cases. For example, forged or fictitious waybills or shippers' tags may be examined in the document section of the FBI Laboratory for alterations or handwriting analysis.

Another valuable aid to law enforcement is the FBI Identification Division. Identification experts can determine in a matter of minutes whether the individual whose fingerprints are submitted has a criminal record¹, for although a criminal may use a hundred aliases he can never change his fingerprints. They always spell "identity."

The facilities of the FBI Laboratory and the Identification Division may be utilized by any law enforcement agency free of charge. They have been of invaluable assistance not only in establishing the identity of unknown subjects but also in tracking them down.

Public Education

While the primary responsibility for curbing hijacking and other thefts from interstate and foreign commerce rests on law enforcement, the keynote to the successful solution of thefts from interstate shipment cases is immediate *within-the-hour* reporting of such thefts by the carrier.

Infrared Photography

Eleven empty whiskey cases, one empty quart whiskey bottle, bearing the ends of a revenue stamp, together with two other pieces of a revenue stamp, were submitted to the FBI Laboratory for examination in connection with the theft of 53 cases of whiskey from a freight car. Examination revealed that the two pieces of revenue stamp were parts of the original revenue stamp with which the empty quart bottle had been sealed. The two pieces of stamp and the bottle had been recovered from a waste basket in the home of one of the suspects.

With the aid of infrared photography the complete number of the original stamp was determined and further information developed during the investigation indicated that this number was one included among the stamps appearing on the stolen goods.

This involves a continuing project of educating representatives of railroads, motor truck carriers and steamship and airline representatives, as well as the general public, as to the necessity of immediately reporting a theft as soon as it is discovered.

Officials and employees of the victim companies can cooperate with law enforcement officers in many ways. Transportation companies should notify the local law enforcement agency and the FBI when a theft or hijacking occurs. These companies should also keep adequate records—and be able to produce them upon request—to prove the occurrence of the theft and whether the shipment was moving in interstate or intrastate commerce. Company officials and employees should also be cautioned to preserve evidence which might be left and not to disrupt or handle anything which may bear latent fingerprints.

The foregoing deals largely with the matter of cooperation after thefts have occurred. Perhaps even more important, several steps may be taken by company officials and their employees to reduce the number of violations. For example, a truck loaded with valuable merchandise and then parked in an obscurely lighted corner of an unprotected lot offers a rich prize to any thief. All areas around terminals and docks where loading and unloading are done and where loaded trucks are parked should be illuminated at night and adequately watched at all times.

All areas immediately adjacent to loading docks should be kept free of miscellaneous debris and parked vehicles. In one case, employees had stolen large amounts of merchandise by the simple device of kicking packages off the dock and later retrieving them from among the shadows of parked vehicles and accumulated debris.

Loiterers and hangers-on should not be permitted access to loading or parking areas around terminals. Some of these loafers may be thieves themselves or "stooges" for hijacking gangs, hanging about to pick up information on cargoes, routes, shipping schedules and drivers. Truck drivers should be particularly alert for suspicious individuals hanging around terminals, filling stations, or other regular stopping places of trucks along the highways. Many a difficult hijacking and theft from interstate shipment case has been broken as a result of a license number or unusual descriptive detail remembered by an alert truck driver.

Trucks, where possible, should be routed along extensively traveled highways and should avoid, as much as is feasible, situations where they can be isolated and assailed with a minimum of risk to hoodlums.

Jurisdiction

As pointed out previously, thefts or hijacking cases involving shipments moving intrastate are handled by local police authorities. As a result many cases occur daily which will never come to the attention of the FBI, but which should be reported promptly to local authorities. The FBI may, however, be brought into an intrastate case through a violation of some Federal law other than the Theft From Interstate Shipment Statutes. If, for example, a captive truck driver is taken across a State line, the Federal Kidnaping Statute is violated; or if a hijacked truck is transported across a State line, the Interstate Transportation of Stolen Motor Vehicle or Aircraft Statute is violated. In addition, if the loot is valued at more than \$5,000 and is taken across a State line, the Interstate Transportation of Stolen Property Statute is violated. And, of course, if any of the property stolen belongs to the Federal Government, the FBI has jurisdiction under the Theft of Government Property Statute.

(continued on inside back cover)

Knife Marks on Cut Seals

Six freight cars traveling in interstate commerce were broken into at Davenport, Iowa. The seals of the cars had been cut, apparently by a knife.

On the same evening that the freight cars were broken into at Davenport, police officers in Rock Island, Ill., picked up a suspect near the railroad yards. On searching his person a pocket knife was located and this, along with the seals of two of the freight cars, was forwarded to the FBI Laboratory for comparison. No conclusion could be reached, however, as to whether the cuts had been made on these seals by the particular knife submitted.

Subsequently, the seals from the other four cars which had been broken into were submitted to the Laboratory. It was determined that the tool markings on one of these seals were identical with markings made by the suspect knife.



TRAFFIC

Virginia Promotes Highway Safety by Radio Programs

by COL. C. W. WOODSON, JR., *Superintendent of the Virginia State Police*

Every Saturday afternoon, listeners to Radio Station WRNL in Richmond, Va., hear an abrupt break in a program of classical music. There is a brief pause followed by the monotonous, chilling toll of a bell—once, twice, three times and too often more, it reverberates hollowly with a stroke for each of Virginia's highway dead during the preceding 24 hours.

Highways to Death

Then comes the announcer. "Three more killed on Virginia's highways as reported by the State police. Virginia's toll is now ----. Will the bell toll for *you*?" Another pause to let this sink in and: "Now we have State Trooper Bill Phillips reporting on 'Highways to Death'." This is followed immediately by the dreary beat of "The Dead March" from "Saul" which fades out for Trooper Phillips.

Bill is a young and personable State trooper who volunteered to do a weekly program in his off-duty time. He has a pleasant but not professional voice, is in demand as a singer in church and at weddings and is well aware of the senseless horror of Virginia's traffic situation. Bill has been on the air with the program well into his second year and is still going strong.

Originally, the idea was that of another young trooper—Johnny Thomas—who felt his position as a trooper might enable him to bring a little more influence to bear above that which he exerted on the highway. His plans were nebulous but he brought his idea, after consulting with an acquaintance employed by the station, to the Governor's Highway Safety Committee which prepares most of the traffic safety publicity for Virginia. Even before the first scripts were ready, the station's production manager allotted the time. State police chain of command gave its approbation and all was ready.

At first, the use of a professional for the trooper's role was considered with the trooper merely taking minor parts, but it was decided

that the real McCoy would be more effective so the trooper goes on, with station professionals providing sound effects and "other voices." They are taped—three 5-minute programs at each session—by WRNL's staff.

After 8 months of broadcasting Trooper Thomas resigned from the department to take up the study of law and, incidentally, is doing very well. In the search for a possible successor, it was necessary to find a man who was willing to give his time, had an effective voice and who was stationed near Richmond. Bill Phillips volunteered and filled the bill.

The Human Element

Since 5 minutes is a good deal of time for a traffic safety program, each episode is built largely around human failing and indifference to highway death with several professional voices and as many sound effects as possible for breaks with Bill supplying the opening and closing and sometimes cutting in with remarks.

He usually calls attention to some dangerous type of driver or prevalent form of traffic indifference, perhaps quoting a few statistics, and then an illustrative incident is acted out by the professionals. Bill then closes with a pertinent warning.

For instance, there was the man who was as meek as could be when stopped by a traffic officer, given a lecture and released. That night, after a couple of drinks, he completely reverses his form and becomes a braggart in telling a group of friends how he threatened and browbeat that "dumb flatfoot" out of giving him a ticket. In another program the liner *Titanic* was sunk with ringing bells, blaring whistle, the impact against the fatal iceberg, excited chatter of the passengers and—lastly—the group which gathered with the ship's band and sang "Nearer My God to Thee."

After the *Titanic* slipped beneath the water, Bill pointed out the tremendous impact this tragedy had upon the Nation and the changes for good in maritime regulations it brought about.

However, he reasoned that the 1,500 lives lost were far short of half the number killed by automobiles the same year, which was 1911. Now, traffic deaths run well in excess of 35,000 each year with no comparable cry for reform, although few people ride luxury liners and all travel in automobiles. A similar program was aired in which the fabled Mrs. O'Leary's cow kicked over the lamp which started the famous Chicago fire, with Bill observing that automobiles in Virginia take as many lives in 2 months as the fire did.

The dialogue of the crew of the B-29 which dropped the atomic bomb on Hiroshima was acted out, with the explosion, and attention called to the fact that the automobile has given us the equivalent of 13 Hiroshimas since it has killed 13 times as many people as did the bomb.

Recently, a grim tragedy went on in which a trooper notified a waiting but unknowing widow that her husband had been killed in a traffic accident. Background material was obtained by interviewing Bill and other veteran officers who have performed that sad duty many times.

When the millionth man was killed in December 1951, reports of four fatal Virginia accidents for the momentous day were studied and, after appropriate comments, four people took the roles of the dead and their ghostly, echoing voices conjectured as to whether each victim was the millionth to die. Four ministers who happened to be in the studio were drafted for this and a humorous touch occurred when one had to admit in his lines from the script that he had been drinking heavily!

Other skits were built around the visiting politician with the usual connections who tries to bluff himself out of a well-deserved ticket, the car owner who insists that his garageman pass a mechanically unfit car for inspection, the vacationer who attempts to drive too far in too little time, and other uncooperating drivers as well as pedestrians.

Professionally Produced

Most of the credit for the program must go to WRNL's conscientious and efficient production manager, Harold Phillips (no relation to Bill). Generally when a station devotes time as a public service, all is up to the asker. Not so with Mr. Phillips. Nothing goes on the air from his station until it is up to his standards and these standards are high.



Col. C. W. Woodson, Jr.

Bill is no professional and even the professionals fail to please Production Manager Phillips at times. Often it takes as much as 2 hours of instructing, pleading, deriding, coaching, and juggling sound effects to cut three 5-minute scripts to his satisfaction. It's all in good fun, and one of Mr. Phillips' favorite gestures is the waving of a sign bearing the word "*Think*" before anyone who muffs a line or isn't up to standard.

About the Author

Col. C. W. Woodson, Jr., author of the accompanying article, occupies a distinguished position in law enforcement. Some of the many interests which he has in addition to that of directing the Virginia State Police are indicated by the following titles: Executive chairman, Governor's Highway Safety Committee of Virginia; past president, Virginia Association of Chiefs of Police; chairman, Police Division, National Safety Council; member, Executive Committee, Traffic Section, National Safety Council; chairman, Civil Defense Advisory Committee, International Association of Chiefs of Police; member, Executive Committee, International Association of Chiefs of Police; class president (1940), FBI National Academy.



Trooper Phillips "muffs" a line and is called down by Production Manager Harold Phillips. Center man is Ray Schreiner of the WRNL staff.

Everyone associated with the program has learned a lot. Bill knows now that spoken and written language are two different things, that lines cannot be read parrot-like but the reader must know what he is saying and—very important—that there are no such words as "a" and "the" in spoken English since anyone reflecting upon his natural tone can see that they are "uh" and "thuh." Largely due to Mr. Phillips' efforts, his station won a National Safety Council Public Interest Award for 1951 and it is being nominated again by the Governor's Highway Safety Committee of Virginia for a 1952 award.

Bill maintains an excellent enforcement record and anyone who cares to drive above 90 with him will be struck by the ease with which he handles his patrol car in an emergency. A radioman-gunner in B-25's in the Burma-India-China theater during the war, he held the rate of sergeant. He studied elocution in high school, which has stood him in good stead, and is interested in woodworking and carpentry as hobbies and sidelines. Perhaps his three small children have much to do with his extracurricular interest in safety.

Wider State Coverage

Now, the programs are being recorded at nominal cost and are made available to other stations throughout the State. Field representatives of the Governor's Highway Safety Committee have had no trouble placing them after an audition and

this has been made possible by the gracious and public spirited action of WRNL.

Virginia's highways led to 999 deaths in 1951, but only to 950 in 1952.

Headlight Rim Solves Hit-and-Run Case

A Lackawanna, N. Y., automobile salesman, crossing the road to his place of business about 7:40 p. m., was struck by a car which did not stop. The victim was taken to the hospital in a serious condition and died 2 hours later from injuries received in the accident.

A witness to the accident attempted to follow the hit-and-run car, but lost it after a short chase. He did, however, obtain the license number. Several other witnesses found a headlight rim and assembly at the scene of the accident and turned them over to the police.

Shortly after the accident, a patrolman of the West Seneca Police Department stopped a 1941 Ford coupe, operated by a resident of West Seneca, N. Y., to warn him that his right headlight was out and should be repaired. About half an hour later, the patrolman received a radio call to check for an automobile bearing the license number of the hit-and-run car, which was the same number as that of the car he had stopped. The patrolman contacted the owner at his home and requested to see the car. The patrolman found that the right headlight was missing but the owner declared it had been missing from the automobile at the time he purchased it.

Taken into custody shortly afterward by officers of the Lackawanna Police Department in company with the West Seneca patrolman, the suspect denied having struck anyone and stated that the headlight which was missing had been lost sometime before. He was given a blood test and it showed the presence of 0.13 percent absolute alcohol by weight.

Portions of the rim of the headlight found at the scene of the accident were submitted to the FBI Laboratory, along with a piece of the gasket and the broken headlight from the suspect car. A comparison was made of the ends of the two pieces of the gasket, and the FBI Laboratory found that two of the ends fitted together in such a manner that it was possible to identify the specimen found at the scene of the accident as having come from the suspect car. At the subsequent trial, the subject entered a plea of guilty.

IDENTIFICATION

The primary, secondary, and small letters were discussed in recent issues of the *FBI Law Enforcement Bulletin*.

The Subsecondary

The classification formula is further subdivided by the subsecondary classification. The subsecondary is derived from the ridge counts of the loops and the tracings of the whorls in fingers 2, 3, and 4 for the numerator and in fingers 7, 8, and 9 for the denominator. The subsecondary appears in the classification formula to the right of the secondary. The value brought up in the formula from the right index finger is indicated above the classification line just to the right of the secondary with the value from the right middle finger and right ring finger following in order. Below the classification line the subsecondary values for the left index finger, left middle finger, and left ring finger are indicated in that order.

When these fingerblocks contain whorls, the tracings (*I*, *M*, or *O*) are brought up in the classification formula. In those fingers where a loop appears, the subsecondary is obtained from the

Using the Formula in Fingerprint Classification

ridge count by assigning a value to the ridge counts. The small counts are assigned a value of "*I*," and the large ridge counts are assigned a value of "*O*."

Ridge Count Values

The values assigned to the specific ridge counts are shown in figure 1. Note that the values change according to the finger in which the ridge count appears.

The Classification

Figure 2 illustrates a subsecondary comprised entirely of whorl tracings. The subsecondary in this instance is shown to be *100* over *011*. The whorl tracings are brought directly up onto the classification line just as they appear in their respective fingerblocks. Figure 3 is another example of a subsecondary made up entirely of whorl tracings.

When loops are present the values shown in figure 1 are utilized to obtain the symbols which will appear in the subsecondary. In figures 4 and

Name					LEAVE THIS SPACE BLANK				
Aliases		(Finger type or serial number)		(Middle name)		Class.			
No.	Color	Sex	Ref.						
RIGHT HAND									
1. Thumb	2. Index finger	3. Middle finger	4. Ring finger	5. Little finger					
	1 TO 9 = I 10 & OVER = O	1 TO 10 = I 11 & OVER = O	1 TO 13 = I 14 & OVER = O						
LEFT HAND									
6. Thumb	7. Index finger	8. Middle finger	9. Ring finger	10. Little finger					
	1 TO 9 = I 10 & OVER = O	1 TO 10 = I 11 & OVER = O	1 TO 13 = I 14 & OVER = O						
Impressions taken by:					Note: Impressions				
Date:					Signature of person fingerprinted:				
Finger blocks taken simultaneously					Finger blocks taken simultaneously				
Left Hand					Right Hand				

Figure 1.

Name					LEAVE THIS SPACE BLANK				
Aliases		(Finger type or serial number)		(Middle name)		Class.			
No.	Color	Sex	Ref.						
RIGHT HAND									
1. Thumb	2. Index finger	3. Middle finger	4. Ring finger	5. Little finger					
	O	I	O						
LEFT HAND									
6. Thumb	7. Index finger	8. Middle finger	9. Ring finger	10. Little finger					
	W	W	W	W					
Impressions taken by:					Note: Impressions				
Date:					Signature of person fingerprinted:				
Finger blocks taken simultaneously					Finger blocks taken simultaneously				
Left Hand					Right Hand				

Figure 2.

LEAVE THIS SPACE BLANK

Name _____ Class **27 W OII**
 Alias _____ Ref. **16 W IIM**

No. _____ Color _____ Sex _____

RIGHT HAND				
1. Thumb	2. Index finger	3. Middle finger	4. Ring finger	5. Little finger
0	0	I	I	0
LEFT HAND				
6. Thumb	7. Index finger	8. Middle finger	9. Ring finger	10. Little finger
W	I	I	M	6
/	W	W	W	/

Impressions taken by: _____ Note amputations _____ Signature of person fingerprinted: _____
 Date _____ Four fingers taken simultaneously _____
 Left Hand _____ Right Hand _____

DO NOT FOLD THIS CARD

Figure 3.

LEAVE THIS SPACE BLANK

Name _____ Class **1 U OOI**
 Alias _____ Ref. **17 U OIO**

No. _____ Color _____ Sex _____

RIGHT HAND				
1. Thumb	2. Index finger	3. Middle finger	4. Ring finger	5. Little finger
0	16	15	2	2
LEFT HAND				
6. Thumb	7. Index finger	8. Middle finger	9. Ring finger	10. Little finger
6	14	10	17	14
/	/	/	/	/

Impressions taken by: _____ Note amputations _____ Signature of person fingerprinted: _____
 Date _____ Four fingers taken simultaneously _____
 Left Hand _____ Right Hand _____

DO NOT FOLD THIS CARD

Figure 5.

5 the subsecondary is derived exclusively from ridge counts.

In the event that the six fingers used to make up the subsecondary are a combination of loops and whorls, the values are obtained in the same manner as stated above and the values will appear side by side in the classification formula. Figure 6 has loops in fingers 3 and 8, and they use the value for their respective ridge counts to arrive at the subsecondary for those fingers. Fingers 2, 4, 7, and 9 are whorls so the tracings are brought up onto the classification line.

Figure 7 also illustrates a subsecondary made up of both tracings and values for the ridge counts.

The subsecondary does not always consist of 6 symbols. If either a plain arch or a tented arch appears in either of the index fingers, there can be no ridge count or tracing for the pattern, so a subsecondary cannot be obtained from these fingers.

Figure 8 has arches in both index fingers, resulting in only 4 symbols being used in the subsecondary.

Since there is a plain arch in finger number 2 in figure 9, there are only 2 fingers from which the

LEAVE THIS SPACE BLANK

Name _____ Class **1 U III**
 Alias _____ Ref. **17 U OOI**

No. _____ Color _____ Sex _____

RIGHT HAND				
1. Thumb	2. Index finger	3. Middle finger	4. Ring finger	5. Little finger
0	4	3	5	3
LEFT HAND				
6. Thumb	7. Index finger	8. Middle finger	9. Ring finger	10. Little finger
13	10	14	11	14
/	/	/	/	/

Impressions taken by: _____ Note amputations _____ Signature of person fingerprinted: _____
 Date _____ Four fingers taken simultaneously _____
 Left Hand _____ Right Hand _____

DO NOT FOLD THIS CARD

Figure 4.

LEAVE THIS SPACE BLANK

Name _____ Class **25 W OOM**
 Alias _____ Ref. **4 W OOI**

No. _____ Color _____ Sex _____

RIGHT HAND				
1. Thumb	2. Index finger	3. Middle finger	4. Ring finger	5. Little finger
20	0	15	M	11
LEFT HAND				
6. Thumb	7. Index finger	8. Middle finger	9. Ring finger	10. Little finger
16	0	16	I	9
/	W	/	W	/

Impressions taken by: _____ Note amputations _____ Signature of person fingerprinted: _____
 Date _____ Four fingers taken simultaneously _____
 Left Hand _____ Right Hand _____

DO NOT FOLD THIS CARD

Figure 6.

NAME _____ (Last name) (First name) (Middle name) Class _____
 Alias _____ (First name) (Last name) (Middle name) Ref. _____
 No. _____ Color _____ Sex _____

15 U IOI
2 R IOI

RIGHT HAND

1. Thumb	2. Index finger	3. Middle finger	4. Ring finger	5. Little finger
9	6	11	I	8

LEFT HAND

6. Thumb	7. Index finger	8. Middle finger	9. Ring finger	10. Little finger
I	3	0	I	7

W R W W /

Impressions taken by: _____
 Date _____
 Four fingers taken simultaneously

Left Hand _____ Right Hand _____

DO NOT FOLD THIS CARD

Figure 7.

numerator can be obtained, thus causing a subsecondary consisting of 5 symbols.

When one or more small letters (a, t, or r) appear to the right of the secondary, in fingers 3, 4, and 5 or 8, 9, and 10, the subsecondary is not used; thus in figure 10 the small "r" in finger number 3 causes the subsecondary to be entirely eliminated.

As the small letter groups constitute a relatively small proportion of the prints in any one primary, the subsecondary is not needed in order to separate the prints into small enough searches for efficient handling.

NAME _____ (Last name) (First name) (Middle name) Class _____
 Alias _____ (First name) (Last name) (Middle name) Ref. _____
 No. _____ Color _____ Sex _____

I T II
I A II

RIGHT HAND

1. Thumb	2. Index finger	3. Middle finger	4. Ring finger	5. Little finger
15		5	11	5

LEFT HAND

6. Thumb	7. Index finger	8. Middle finger	9. Ring finger	10. Little finger
13		8	10	7

/ A / / /

Impressions taken by: _____
 Date _____
 Four fingers taken simultaneously

Left Hand _____ Right Hand _____

DO NOT FOLD THIS CARD

Figure 8.

NAME _____ (Last name) (First name) (Middle name) Class _____
 Alias _____ (First name) (Last name) (Middle name) Ref. _____
 No. _____ Color _____ Sex _____

9 A II
5 U III

RIGHT HAND

1. Thumb	2. Index finger	3. Middle finger	4. Ring finger	5. Little finger
21		3	I	M

LEFT HAND

6. Thumb	7. Index finger	8. Middle finger	9. Ring finger	10. Little finger
17	8	6	10	13

/ A / W W /

Impressions taken by: _____
 Date _____
 Four fingers taken simultaneously

Left Hand _____ Right Hand _____

DO NOT FOLD THIS CARD

Figure 9.

It should be noted that the size of many files does not warrant the use of the complete subsecondary. In these cases only as much of the subsecondary need be used as is needed to break the files down into groups small enough for the efficient handling of the searching of prints in the files. Even though the prints in file are not sequenced by the entire subsecondary it is best to use the entire classification on the fingerprint card when it is classified in order to provide for any future expansion of the files.

NAME _____ (Last name) (First name) (Middle name) Class _____
 Alias _____ (First name) (Last name) (Middle name) Ref. _____
 No. _____ Color _____ Sex _____

5 U r
21 U

RIGHT HAND

1. Thumb	2. Index finger	3. Middle finger	4. Ring finger	5. Little finger
0	14	14	4	0

LEFT HAND

6. Thumb	7. Index finger	8. Middle finger	9. Ring finger	10. Little finger
13	16	13	15	17

W / / W /

Impressions taken by: _____
 Date _____
 Four fingers taken simultaneously

Left Hand _____ Right Hand _____

DO NOT FOLD THIS CARD

Figure 10.

The sequence of the subsecondary is as follows:

$\frac{III}{III}$	$\frac{IIM}{III}$	$\frac{IIO}{III}$	$\frac{IMI}{III}$	$\frac{IMM}{III}$	$\frac{IMO}{III}$	$\frac{IOI}{III}$	$\frac{IOM}{III}$	$\frac{IOO}{III}$
$\frac{MII}{III}$	$\frac{MIM}{III}$	$\frac{MIO}{III}$	$\frac{MMI}{III}$	$\frac{MMM}{III}$	$\frac{MMO}{III}$	$\frac{MOI}{III}$	$\frac{MOM}{III}$	$\frac{MOO}{III}$
$\frac{OOI}{III}$	$\frac{OOM}{III}$	$\frac{OOO}{III}$						

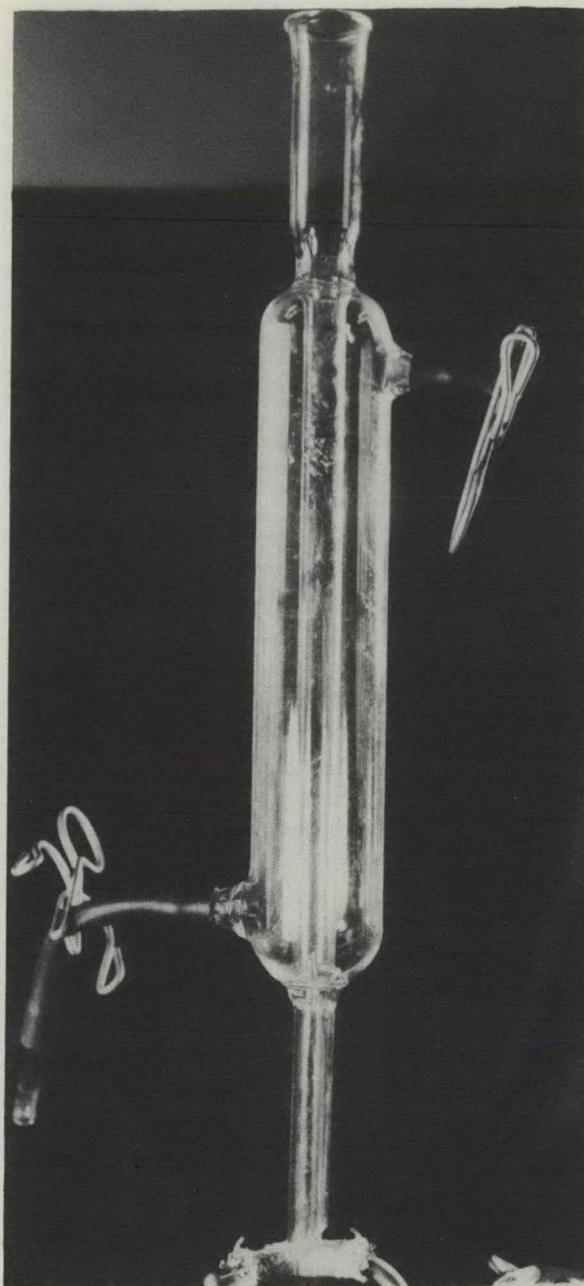
The denominator is kept constant until each possible change in the numerator has been used, then the next denominator, *IIM*, would be used with all possible numerators as shown above. The last possible subsecondary, would be $\frac{OOO}{OOO}$.

The fingerprint patterns shown as illustrations in this article were clear and distinct in the original; blurring is caused by printing in the reduced size. This need be of no concern to the reader inasmuch as this series of articles deals with the formula symbols marked on the card and not with the interpretation of individual patterns.

A Simple Iodine Fuming Gun

by LLOYD M. SHUPE, *Police Chemist, Police Department, Columbus, Ohio*

A number of authors have described methods for the chemical development of latent fingerprints, especially the development of latent prints on paper. One of the most simple, most generally used methods is the use of iodine fumes and the preservation of the prints by photography, silver-plate lifting, or one of the methods of fixing the image permanently. A number and variety of pieces of equipment have been described for developing the fumes and depositing the fumes on the material to be investigated (see references). Wooden boxes, glass bell jars, desiccators, and fuming guns have been described. Regardless of the apparatus, the principle behind them is the same. Iodine is one of the few chemicals which passes from a solid state to a vapor state without passing through a liquid state. When the iodine vapors come into contact with sweat deposits from the ridges of the fingers they form a brown stain. This connecting series of brown stains forms a latent fingerprint pattern which can be compared with the rolled impressions of a suspect.



The Iodine Fuming Gun.

Fuming chambers are large, clumsy affairs, taking time to prepare and usually limited in use to papers or other materials which can be placed in them. The iodine fuming gun is much handier, consisting of a tube or several tubes containing calcium chloride, glass wool and iodine crystals, but anyone who has used them knows the difficulties encountered when the calcium chloride in the forefront of the gun absorbs moisture and becomes wet or hard.

Using the principle of the fuming gun, but obtaining heat without moisture, the author has de-

vised several fuming guns which do not get wet or plugged up and are always ready for use. The instrument presently used is a Liebig condensor, of Pyrex glass, with the inner tube sealed in. The condensor jacket is 200-mm. long and 40-mm. in diameter. The inner tube is straight glass, 12-mm. in diameter, enlarging to 22-mm. at the larger end, to form a bell. A short piece of rubber tubing is connected to the inlet and outlet of the jacket and spring clamps provided to keep the tubing closed. A plug of glass wool is pushed through the bell into the inner tube a short distance past the outlet of the jacket. About 2½ cc. (½ teaspoon or less) of coarse iodine crystals are placed next to the plug and another plug of glass wool pushed against the iodine crystals to keep them in place. The iodine should not be packed tightly in order that the warm air may flow freely through and around the crystals.

When the instrument is to be used, the jacket is filled with warm water (110° to 130° F.) and the rubber tubes closed with the pinch clamps in order to hold the heat in the instrument. By blowing into the lower end of the condensor, the breath is warmed, passes over the iodine and copious fumes of iodine are released from the bell of the condensor. The operator should be careful not to breathe the fumes of iodine or take a breath through the instrument since iodine is quite toxic.

After using, the water is drained from the jacket and the gun stored in a convenient place in the laboratory hood.

The author has used the fumer for about 1 year without collection of moisture in the iodine and without changing or adding any iodine.

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ASHES

The restoration and reading of printed material are possible if the paper ash is properly preserved. Various woods and other materials leave characteristic ash which frequently can be analyzed.

Let's Standardize

A city police department recently submitted an applicant fingerprint card to the Identification Division of the FBI for the usual purpose of obtaining a copy of the applicant's identification record. A record was located and a copy was sent to the department making the inquiry.

One notation on the identification record showed that the applicant had been received several years ago at a penitentiary to serve a relatively short sentence after conviction on the charge of "abdt." This notation could be interpreted to mean abduction or abandonment but it is not the correct *standardized abbreviation* for either of these offenses. The result in the case involved here was that when the identification record was returned to the police department the applicant pointed out that should "abdt" be interpreted to mean abduction, he was being falsely accused inasmuch as he had never been charged with that crime.

The notation "abdt" on the identification record was taken verbatim from the fingerprint card submitted by the penitentiary and no attempt was or is made, in this case or any other, to interpret the meaning of the abbreviation. To do so would be a dangerous practice; nonstandard abbreviations may vary with the locale, the personal preference of the identification officer, or the custom of the agency contributing the fingerprint card. Moreover, to write to each contributor for an explanation of a nonstandard abbreviation would entail a large volume of work and heavy expense. For these reasons, abbreviations are set out in the identification record just as they are received.

The only practical and complete answer to this problem is for all contributing agencies to use the *standardized abbreviations*. The current list of *standardized abbreviations* was published serially in the issues of the FBI Law Enforcement Bulletin for March 1940 to June 1940, inclusive. Additional copies of the entire list of *standardized abbreviations* are available, free of charge, to law-enforcement officers who write to the Director, Federal Bureau of Investigation, U. S. Department of Justice, Washington 25, D. C.

KIDNAPING

The Federal kidnaping statute covers the interstate transportation of a person, who has been unlawfully abducted and detained for ransom, reward, or otherwise.



Brownsville Police School Solves a Realistic Problem

by GUS O. KRAUSSE, *Chief of Police
Brownsville, Tex.*

"A hit-and-run driver has just killed a small boy at 16th and Elm Streets. Send an officer right away! Please hurry!"

Of all the calls a police dispatcher and his chief dread to hear, this is the one which is most tragic. Instantly, it is a challenge to the ingenuity, imagination and efficiency of every member of the department. But the heaviest responsibility rides on the shoulders of the first officers who arrive at the scene. To them goes the task of preserving the few tiny threads of evidence which determine whether the case will be solved, or whether it will go down with a black mark on the department's records as an unsolved case.

The Traffic Problem

Brownsville, located at the southernmost tip of Texas on the Rio Grande River, has a population of 37,000. This does not include, however, a large number of visitors from Matamoros, Mexico, a city of 36,000 people located immediately across the river. Coupled with a large number of tourists passing through Brownsville, this proximity of two cities results in a traffic problem equal to

that in other cities having a population of 100,000 or more.

Until the time we decided to hold a school on hit-and-run investigations, all of our traffic accidents were investigated by the squad cars assigned to each district. This practice frequently resulted in haphazard and inaccurate investigations and reports of traffic accidents. I had long realized the necessity of having a trained and specially equipped accident investigation detail but it had been impossible until now to secure the necessary authorization or appropriation. Immediately after the necessary authority had been obtained, I began the selection of my men and the purchase of necessary equipment. This was comparatively simple, but getting these men trained was an entirely different matter.

With these thoughts in mind, I contacted the FBI and requested their assistance in planning a course of instruction which might lessen the possibility of a hit-and-run case going unsolved in our city.

Method of Training

We agreed that the best method of training would be to first inform our men as to the correct procedures and then demonstrate the system to them. In the final analysis, however, we knew all our efforts would go for naught if the personnel so assigned were unable to use their training effectively.

The best way to accomplish this, I thought, would be to present the members of the class with a practical problem which would approximate, as nearly as possible, an actual hit-and-run case. This problem, in the end, proved to be the "pay-off" on our entire course of instruction.

I knew that most of my men were not too enthusiastic over the idea of having to sit through a series of dry, routine lectures. We realized our teaching methods must be kept interesting as well as practical. We required something which would forcibly demonstrate the need for accurate and thorough investigations.



Chief Gus O. Krausse.

Promotion on Merit

In beginning my preparation for the school I appointed a lieutenant to head the newly-established Traffic Division. I announced that the three men making the highest grades in the school and showing the greatest aptitude in solving the practical problem would be promoted to sergeant. Further, the personnel of the Traffic Detail would be selected on the basis of the performance of these officers during the school. This in itself was a decided incentive and gave us a real objective in providing such a course of training.

The announcement was made at the beginning of the school. I also told the officers that in order to be entirely fair to all of the personnel, we were going to do certain things during the 3 hours a day the school would be in session for the coming 3 weeks.

First, they would be given detailed instructions as to the approved procedure to be followed in order to prepare them for handling the practical problem and moot court trial which would conclude the training session.

Second, their course of instruction would cover the State laws of arrest and search as well as their rights as officers while making an investigation and an arrest. Next, we would discuss the manner of obtaining confessions and the laws pertaining to the admissibility of such documents. Other similar evidence also would be discussed, such as obtaining the dying declaration of a victim and the rules for its admissibility.

Third, they would be informed as to the responsibilities of a patrolman who first arrives at the scene of a crime, as well as his duties in the questioning of witnesses and suspects. The next phase would then be devoted to the search for, and recognition of, evidence, particularly in the case of a hit-and-run accident.

After this basic course of instruction, we would then get down specifically to the investigative procedures in hit-and-run cases. In other words, we proposed to tell them in detail the elements of law necessary to be proven in such cases and the manner of establishing such proof. This would be handled by an inspector of the Texas Highway Patrol.

Following a logical pattern, the next phase would be the preparation of a report setting out for the benefit of the prosecuting attorney all of the evidence and the witnesses capable of testifying as to each item.

Finally, the officers were reminded that a number of them would be called upon to testify in the local district court when we held our moot court trial. The class would, therefore, be given instruction and demonstrations as to both the correct and the incorrect conduct of an officer on the witness stand.

As a summation of all of the instruction that had gone before, immediately before we made the assignments for the practical investigative problem the officers would be given a demonstration of the proper handling of such an investigation by members of the Texas Highway Patrol.

Investigative Kits

As an added incentive I announced we were going to purchase all the material necessary to fully equip three identical investigative kits. I requested the members of the class to submit their ideas as to the material which they thought should be purchased. One of these kits was later made available and actually used for the first time during the investigation of the practical problem.

The men were not informed, however, until the last minute as to the identity of those officers who would be assigned to work the problem.

The Accident

During the first 2 weeks of our school everything proceeded according to plan. In the meantime, I had borrowed an old, banged-up sedan from a used car lot and parked it in the police garage. I purposely let it be known that this car would be used in the hit-and-run problem. What they did not know, however, was that I had also borrowed another old car, a coupe, and hidden it out elsewhere. The members of the class were warned that their problem would be sprung on them unexpectedly and without warning about the beginning of the final week. No definite date was announced, however. As the time drew near, I could see all of them watching this old sedan to see if it had been moved from the parking place.

As my next step, I selected one of the best-liked members of the department to be the "victim" of the hit-and-run accident. I had him obtain a short billy club which he carried around with him during the day the problem was to take place. This club was to be later used in striking the fender of the hit-and-run car when it was supposed to hit him in faking the accident.

Arrangements had also been made for another instructor, an FBI agent whom none of the members of the department knew, to arrive in Brownsville on the day of the accident. He was carefully hidden out during that morning while we rehearsed the accident. The "subject" made several runs by the scene while the "victim" practiced striking the right fender of the car as it passed and falling to the pavement while both he and the driver screamed.

We also dented the right front fender and partially knocked out the headlight on that side. Even the timing was worked out so that the "subject," parked from where he could observe the activities of the class, would know just when to start his run past the scene.

By the time the school convened at 2 p. m. that afternoon everything was in readiness. We started with an announcement that the class would be split in half. One group was to remain in the classroom with me while the other half was to accompany the instructor to a vacant lot approximately one block away for practice in the making of plaster of paris casts. The original hit-and-run sedan was still parked in the police garage.

The instructor carried his group to the vacant lot and seated them in a semicircle facing him with their backs to the street. After taking time to make sure he had their full attention, he handed the "victim" a bucket and requested him to go across the street behind the class and get a bucket of water. As the instructor continued his preparations for making plaster casts in front of the class, a loud thump was heard and a man screamed. Turning around, they saw their pal, George Bennett, lying in the middle of the street and a battered old car driving away from the scene.

The instructor had originally planned to tell the officers at this point that "something apparently has happened to George." These words never left his mouth. In fact, no words were needed. His audience had taken off like a covey of quail.

One group had run to where the "victim" lay writhing and moaning in the street with a dark red stream trickling from the corner of his mouth. Looking at the car speeding up the street, one officer was heard to exclaim, "Poor George. That -----!"

The balance of the class had split into two groups. One was running after the car, cursing

and shouting to the driver to stop. The other men had taken a short cut in an attempt to head the car off as it turned the corner.

Approaching the corner, the "subject" slowed his car momentarily to throw out an empty whiskey bottle. As he did so, he looked back and saw, to his amazement, that the pursuing officers had almost overtaken him. Shoving the car into second, he took off at top speed. To say that "pandemonium broke loose" would be a masterful understatement.

The officers in the second half of the class, who had remained in the classroom, on hearing the crash and the screams bolted out the door and soon were completely out of control. Several of them had jumped into cars parked outside and taken off in pursuit of the hit-and-run car.

Due to a carefully prepared plan, the "subject" successfully made his getaway despite the fact that several cars were patrolling the area. It was some time before we could get word to them that what they had witnessed was only make-believe. Even then it was difficult for the instructor and me to convince the officers that this was their practical problem. As I have said, George Bennett was one of the most popular members of the department. Too, a capsule of red cake coloring he had chewed just before the accident looked a very bright red as it oozed from the corner of his mouth while he lay moaning in the middle of the street.

When order was finally restored, the investigative squad was ordered to go to work. Without any prompting from me, one of the officers had already radioed headquarters for an ambulance. By a previous arrangement with the dispatcher, an ambulance company was called with which a similar contact had been made. The effectiveness of our training of the past 2 weeks was readily evident.

The Investigation

The squad went into action. Men were assigned to locate and interview witnesses among members of the class. Others started a house-to-house canvass of the neighborhood to locate witnesses. Some directed the approach of the ambulance attendants through the crime scene, and one man was detailed to accompany the "victim" in the ambulance. In the meantime, photographs, measurements, and a sketch of the scene were being made. It was not until some time later,

when the "victim" returned to the scene on foot along with the accompanying officer and a "dying declaration," that some of the men were fully convinced that this was only their practical problem.

Within a relatively short time sufficient information had been gathered for a preliminary pick-up order for the driver of the hit-and-run car. This was put out over the radio.

About the time the investigation at the scene of the accident was completed, word came from headquarters that an anonymous telephone call had been received, stating that our "subject" was employed at a local warehouse. With that information we shifted the scene of our operations to this warehouse, and the squad again went to work with the balance of the class looking on. Parked in the back of the warehouse they found an automobile resembling the hit-and-run car with a dented front fender and broken headlight. Incidentally, it was then found that of all the witnesses to the accident, only one man had obtained the correct license number of this car.

Next came the job of identifying the owner of the car. Two men were at work inside the warehouse, one of whom was known to a number of the officers. The other one was a total stranger. When efforts were made to obtain information concerning the owner of the car, the officers were given a typical "brush-off."

At this point it must be borne in mind that neither the squad nor any of the members of the class were positive that either of these persons was their "subject." The squad finally searched the stranger, whom they found to be without any identification. From the other man they established that the stranger had gone to work there only a few days previously and had been absent from his work at the time the accident occurred. The stranger, however, professed to have an airtight alibi for his activities at the time of the accident. Further, he claimed his headlight had been broken out in his garage but he refused to permit the officers to search his garage without a search warrant. Based on the results of their investigation, the officers placed the stranger under arrest and took him to the classroom. At this point, to relieve the tension, I informed them they had actually arrested the right man and introduced him as a Special Agent of the FBI.

On the following day we resumed classes with two members of the squad questioning the "subject" and obtaining a confession.



First Aid to the Victim.

This school demonstrated in a rather graphic fashion the fallacy of placing too much reliance on so-called eyewitnesses. It also forcibly impressed on the minds of the men the necessity of using a line-up in identifying suspects. What happened was this. Two members of the squad making a canvass of the neighborhood had found a housewife who claimed to have seen the "subject" working on his car shortly before the accident. This lady insisted she could positively identify this man. Being told about the school, she graciously consented to accompany the officers to the classroom and identify this individual. I was not in uniform at the time and was seated along with our "subject" on the back row of the room among members of the class.

After surveying all persons present, the witness announced she recognized the man she had seen driving the car. She was asked to go over and place her hand on his shoulder. Needless to say, it caused untold merriment among everyone present when this good lady walked to the rear of the room, came around and put her hand on my shoulder.

During the succeeding day, the members of the investigating squad were excused from class work while they prepared their report and conferred with Harry D. Lewis, the Assistant District Attorney. During the same time our "subject", released on bond, had conferred with T. Gilbert Sharpe, a local attorney who had for many years practiced as assistant United States attorney.

The Trial

The case came on for trial with Judge Arthur H. Klein of the 107th District Court presiding. All witnesses were sworn and admonished by the judge



The Trial.

to testify only to the facts actually known and witnessed by them.

The trial was rather rough on some members of the class. The whiskey bottle was not admitted into evidence due to its mishandling by excited police officers immediately after the accident. The defendant's fingerprints could not be positively identified on the bottle. Also, the attorney for the defendant was able to exclude the confession on the grounds that some improper promises of leniency had been made by one of the officers when the statement was obtained.

Following the conclusion of the trial, the members of the jury were polled as to whether, in their opinion, a conviction would be justified by the evidence. These jurors had been selected from members of the class who did not participate in the problem.

The judge, both attorneys, and members of the jury then commented on the work of the individual officers. This included investigative techniques, the handling of the evidence, and, finally, performance of the officers as witnesses. Our school was concluded on the following day with a continuation of this review of the problem and the trial. In this instance I handled the informal class discussion along with the defendant and the instructor who had worked with us throughout the course.

Now that several months have elapsed since holding this school, I can look back and very definitely see the effect of a course of training conducted in this manner. In the first place, the morale and attitude of the men toward the advantages of this type of training are excellent. Secondly, the broad practical value of the investigative techniques which we advocated was demonstrated only about 30 days after the school was held. We had had a safe burglary. A thorough examination of the crime scene developed no leads whatsoever. The officers assigned to the case, following the procedures practiced in our hit-and-run problem,

made an unusually careful canvass of the neighborhood. They came up with several leads limited to physical descriptions of several suspects who had been seen in the neighborhood. Intelligent handling of these leads led to the identification of four men. One was located across the river in Matamoros, Mexico, and three others were found in as many towns outside of Brownsville.

As to hit-and-run accident cases, I am glad to say that thus far we have not had one which would enable us to utilize the full effect of our training. I am confident, however, that when such an occasion does arise, the odds will be decidedly in our favor in solving it and seeing it successfully prosecuted.

Our problems have not all been taken care of. There are still a great many things to be done, but the quality of our accident investigations has improved tremendously and, as a result, the number of accidents in Brownsville is slowly but constantly decreasing.

Our Traffic Division is establishing an excellent reputation among our citizens and the city officials. Likewise, the sense of public relations exhibited by these officers has materially improved and has been favorably commented upon by the residents of our city.

We were quite proud of the fact that our city council, shortly after the conclusion of the school, unanimously passed a resolution expressing their appreciation and commendation for the efforts of all of us in affording this course of training for the members of our department.

The fine record and esprit de corps of the members of our Traffic Division have now become a challenge to the entire department. The other officers, not to be outdone by the men handling traffic supervision, have intensified their efforts to improve their efficiency and effectiveness.

Largely as a result of this school we have now arranged for the FBI and the Texas Highway Patrol to conduct a three-phase series of schools dealing with traffic supervision. The first of these will be devoted to the flow and control of traffic at intersections. This will be followed by a session on traffic law, enforcement, and the preparation of cases for trial. The final course will deal with straight accident investigation techniques and reports.

Again, as in this instance, demonstrations, practical problems and written examinations will prevail throughout each course.

CRIME PREVENTION

"There is no such thing as a bad boy. He is just a neglected youngster who needs guidance and something in which to believe."

It was with this deep conviction that Police Captain Tom Hardie took his first steps on the long road toward combating juvenile delinquency in Henderson, N. C.

In 1948 Captain Hardie began making speeches at various civic clubs and at any other place where he could find an audience concerning the need for a boys' club in Henderson. He found that educating the public to the need for a boys' club and to the advantages it offered was not an easy job. However, through his untiring efforts he interested businessman S. S. Stevenson of Henderson in his plans. Mr. Stevenson made possible, through his financial aid, Captain Hardie's trip to New York to study boys' work being carried on by the New York Police Department.

Armed with the information gathered in New York, Captain Hardie returned to Henderson where he made more speeches in his efforts to sell the community on his boys' club program.

Captain Hardie's next step in his preparations was a trip to Washington, D. C., where he talked with an FBI agent concerning boys' club activities such as those he had been reading about in the FBI Law Enforcement Bulletin. Meanwhile Captain Hardie's boys' club, which had started with six members meeting in the streets, was growing. The newspapers began writing of his activities and the radio soon joined in.

On February 5, 1952, Governor Kerr Scott and other prominent officials of the State met to dedicate the new boys' club hut donated by the Henderson Kiwanis Club which gave the youngsters a place to meet and to carry on organized programs centered on shop work and all kinds of tools.

Henderson, a city with a population of 12,000, is policed by a staff of 18 men, including Chief of Police J. E. Parks. Prior to the establishment of Captain Hardie's boys' club, 10 to 15 youths appeared before the juvenile courts each year. By contrast, only two boys were brought before the juvenile court in 1952, and neither boy was a

Henderson Police Captain's Faith In Boys Pays Off

member of the boys' club. The club has grown from 6 members to 200, and Captain Hardie's dream now is for 200 more. There are 20 former members of the boys' club now serving in the Armed Forces.

Capt. Tom Hardie joined the Henderson Police Department in 1941, and in 1947 was promoted to his present rank of captain. He was named Man of the Year in 1952 for service above the line of duty in connection with his boys' club work. In addition, he was awarded the 1952 Golden Deeds Award by the Business and Professional Woman's Club and the special merit award of the Freedoms Foundation at Valley Forge, Pa.

Captain Hardie is as staunch and enthusiastic in his efforts today as he was when he first con-



Capt. Tom Hardie.



At work in the shop.

ceived the idea for his boys' club. He is much in demand as a speaker and appears most frequently at schools where his theme "crime does not pay" is graphically illustrated through the use of an exhibit of a model gas chamber used to execute those given the death penalty for major crimes in the State of North Carolina. He also has an exhibit of the prison and an electric chair. The captain includes in his presentation a talk about the evils of marijuana and precautions which school children should take when approached by strangers.

Captain Hardie's belief that the most effective way to combat juvenile delinquency is through planned activities for youth has provided much in the way of enjoyment for the youngsters in Henderson. When he found that the young people were using the streets in many parts of town for skating and thus creating traffic problems, as well as danger to themselves, Captain Hardie arranged for certain street areas to be blocked off at intervals during the week to allow the kids a chance to enjoy this recreation. A round and square dance party held under the auspices of the Henderson Boys' Club, together with other planned activities, prevented the usual annoying pranks and petty acts of vandalism attendant upon Hallowe'en celebrations in most communities.

Members of the Henderson Boys' Club engage in the usual baseball and football activities to be

found in any gathering of boys anywhere, and in one instance they presented sports fans with a double treat in the form of a donkey baseball game. On this occasion, members of the boys' club rode trained donkeys in the game featuring the four-legged baseballers. During November 1952, the midget football tournament was held in Henderson and was followed by a luncheon for the four participating teams, their coaches, and invited guests. Following a turkey dinner, awards were presented to individual players and the winner's trophy went to the Shelby, N. C., team while the Henderson team received the runner-up award.

One of the main activities of the Henderson Boys' Club is the "Henderson Boys' Club One Ring Circus" in which the youngsters do the acts themselves. These acts include acrobatic stunts, swinging act, clown mule, skating stunts, tumblers and perch pole acts. The circus performs the dual purpose of furnishing entertainment and raising funds for boys' club activities.

Through the captain's efforts, the Henderson Boys' Club—from a pathetic but noble beginning—has risen to become an affiliated member of the Boys' Clubs of America. Chief of Police J. E. Parks has enthusiastically endorsed Captain Hardie's work and the city of Henderson, N. C., considers him one of its most valuable citizens.

Wirephoto Speeds Handwriting Examination

Two men robbed the First National Bank, Bronte, Tex., on January 27. In escaping, they left a gun in the bank which was subsequently traced back to the seller.

The signature on the gun sales slip was transmitted by wirephoto at 11 p. m., January 28, to the FBI Laboratory, over the facilities of the Dallas, Tex., Police Department.

At 12:30 a. m. on January 29, the FBI Laboratory sent a teletype to Dallas advising of the similarity in characteristics between the submitted handwriting and that of a signature on a fingerprint card on file, bearing the same name, although a positive identification could not be made owing to the limited samples available for comparison.

The handwriting in this case was the third item of its type to be submitted by wire photo for examination. The quality of the reproduced signature was very good.

OTHER TOPICS

The attention of all law-enforcement officers is called to a 1952 decision by the Supreme Court of the State of Oklahoma in which the court held that a sheriff transporting a prisoner from one State to another under waiver of extradition is deprived of official capacity and is acting as a private citizen. This decision, the text of which is printed below, appears in cause No. 34851, entitled *Boston, Administratrix, et al. vs. Causey, Administratrix*.

Juanita M. Causey, administratrix of the estate of Roy Brashear, deceased, brought an action against Isabelle Boston, administratrix of the estate of Ray Boston, deceased, and Nick Fudoli in damages for wrongful death. A trial to a jury resulted in a verdict for \$4,500. Judgment was entered thereon, and defendants appealed.

The evidence discloses that Nick Fudoli is a resident of Illinois and that during his lifetime Ray Boston was also a resident of Hillsboro, Ill. July 23, 1947, Roy Brashear was riding as a passenger in an automobile belonging to Ray Boston and operated by Nick Fudoli when it collided with a truck on Highway 66 near Sayre, Okla., in Beckham County. Roy Brashear and Ray Boston were killed in the collision and Nick Fudoli was injured so that he was hospitalized.

There is no question raised as to the sufficiency of the evidence to establish negligence nor is any objection made to the instructions given by the court.

In five propositions presented in the brief, some of which are broken down into separate paragraphs, defendants first argue that Ray Boston and Nick Fudoli were on a mission for the State of Illinois and were acting under extradition proceedings and as such were agents of the State of Illinois and exempt from liability growing out of the negligent acts causing the death of the sheriff and the passenger, Roy Brashear. We shall therefore review only the evidence of the reason Ray Boston and Nick Fudoli went to Douglas, Ariz., and were returning with Roy Brashear when the accident happened.

Nick Fudoli testified that he was 30 years of age and a roofer by trade; that he was sometimes employed as a waiter in his mother's cafe in Hillsboro, Ill.; that Boston came to the cafe on July 21, 1947, and Fudoli went with Boston to Douglas, Ariz.; that he went for the purpose of returning Roy Brashear, charged with embezzlement while city clerk at Litchfield, Ill. They arrived at Douglas, Ariz., at 7:30 p. m., July 22, 1947, and Nick Fudoli and Ray Boston and Roy Brashear left there at approximately 4 a. m., July 23, 1947; that Brashear signed the following instrument:

Important Decision On Agreements To Waive Extradition*

"Office of
Sheriff of Montgomery County
Hillsboro, Ill.

"Ray Boston

"Farmersville, Ill.

"Sheriff.

"I, Roy Brashear, hereby certify that I freely and voluntarily agree to accompany any officer as a prisoner, from Douglas, County of Cochise, State of Arizona, to Illinois, for the purpose of answering the charge of embezzlement, there pending against me. Furthermore, I hereby waive all formality and am willing to return to Illinois, with the said officers, without the Governor's requisition or other papers legally necessary in such cases; and I exonerate Percy Borden, Chief of Police of Douglas, State of Arizona, from any blame, compulsion or interference in this connection.

"Signed [SS] ROY BRASHEAR.

"I certify that this was signed in my presence, and that this agreement has been made without compulsion by the authorities here, and upon the free desire of Roy Brashear.

"Signed [SS] Percy Borden,

"Signed [SS] Steve Fudoli."

Nick Fudoli was driving an automobile belonging to Ray Boston, at the request of Boston, at the time that it collided with a cattle truck 1 mile east of Sayre, Okla., on Highway 66, resulting in the accident as above stated.

Nick Fudoli offered proof to establish that he was orally deputized by Boston. This offer was refused. He then stated that he was taken along as a special deputy sheriff. This was objected to and the objection was sustained. He then stated that he was taken along to help Boston drive down there and back; that his duties were to help Boston with Brashear and keep watch on Brashear. This was not objected to. The record discloses that Boston was not acting by any written authority of either the Governor of Illinois or the Governor of Arizona. So far as the record shows no extradition proceedings were ever commenced.

We cannot accept the theory of the defendants that Ray Boston was acting as an agent of the State of Illinois when Roy Brashear was killed. F. C. A. 18, section 3182, provides:

"Whenever the executive authority of any State or Territory demands any person as a fugitive from justice, of the executive authority of any State, District or Territory to which such person has fled, and produces a

*Decision reprinted from "The Journal", Vol. 23, No. 13, published by the Oklahoma Bar Association.

copy of an indictment found or affidavit made before a magistrate of any State or Territory from whence the person so charged has fled, the executive authority of the State, District or Territory to which such person has fled shall cause him to be arrested and secured, and notify the executive authority making such demand, or the agent of such authority appointed to receive the fugitive, and shall cause the fugitive to be delivered to such agent when he shall appear. If no such agent appears within 30 days from the time of the arrest, the prisoner may be discharged."

F. C. A. 18, Section 3194, provides:

"Any agent appointed as provided in section 3182 of this title who received the fugitive into his custody is empowered to transport him to the State or Territory from which he has fled."

It is only when there is a compliance with the Constitution of the United States and the laws of Congress aided by any laws of a State not in conflict therewith that one becomes an agent within the terms and meaning of the extradition laws. *Kitchens vs. Union County*, 198 Miss. 403, 22 So. 2d 356; *McLean vs. State of Mississippi ex rel.*, 96 F. 2d 741, 119 A. L. R. 670 (certiorari denied 59 Sup. Ct. 84); *Fitzpatrick vs. Williams*, 46 F. 2d 40, 73 A. L. R. 1365; *In re Titus*, Fed. Cas. 14, 062, 23 Fed. Cas. 1309, 8 Ben. 411. *In re Titus*, *supra*, it is stated:

"There are no laws of the State to authorize the acts specified in the act of Congress. The governors and their agents are compelled, therefore, to rely upon the statute of the United States, for authority to do the acts required thereby, and the statute of the United States affords them justification."

In *United States ex rel McCline vs. Meyering, Sheriff*, 75 F. 2d 716, it is stated:

"Extradition proceedings are not creatures of State law, but are controlled by the Constitution of the United States, article 4, sec. 2, and by sections 5278, 5279, of the Revised Statutes (18 U. S. C. A. secs. 662, 663), passed thereunder . . ."

Extradition can only be exercised by a government at the request of a government. 22 Am. Jur., Extradition, section 12; *Fitzpatrick vs. Williams*, *supra*.

Before Ray Boston could become an agent under the laws relating to extradition it was necessary that the Governor of Illinois make demand under such laws and appoint Ray Boston agent thereunder for the return of Roy Brashear. In the absence of any such agency Ray Boston was acting as a private citizen. *McLean vs. State of Mississippi ex rel.*, *supra*.

Defendants have cited certain cases from Illinois, among them *Reiter vs. Illinois Nat. Casualty Co.*, 397 Ill. 141, 73 N. E. 2d 412; *Taylor vs. City of Berwyn*, 373 Ill. 124, 22 N. E. 2d 930. These cases are all based on the assumption that Boston was the agent under the laws of extradition and are therefore not applicable.

Plaintiff has cited a number of cases announcing the rule that a sheriff is liable for injury to a prisoner, and among them are *Tuttle vs. Short, et al.*, 42 Wyo. 1, 288 P. 524; *Manwaring vs. Geisler*, 191 Ky. 532, 230 S. W. 918, 18 A. L. R. 192; *Geros vs. Harries*, 65 Utah 227, 236 P. 220, 39 A. L. R. 1297; *Taylor vs. Slaughter*, 171 Okla. 152, 42 P. 2d 235. In this field is *American Guaranty Co. vs. McNiece*, 111 Ohio St. 532, 146 N. E. 77, which the

defendants admit announces the Illinois rule. Therein it is stated:

"The sureties on a bond of an official, conditioned upon faithful performance of his duties, are liable to all persons unlawfully injured by the nonfeasance, misfeasance or malfeasance perpetrated by such officer, either by virtue of his office or under color of his office."

We think it is unnecessary to determine the duty of the sheriff to his prisoner. As pointed out above, he was not acting as a sheriff. In *McLean vs. State of Mississippi*, *supra*, it is stated:

"... The State of Mississippi has no power to extend the authority of its sheriffs into another State, and we will not suppose she has made the attempt. Whether hot pursuit can be continued across the State line would appear to be a question of international law, but it is not here involved. What is involved is that Roy, having supposedly committed crime in Mississippi, had escaped into Louisiana and was to be taken back to Mississippi. That has been provided for by the Constitution and laws of the United States. The extradition statute, 18 U. S. C. A. sections 662, 663, gives State sheriffs no duty or function. The Governors of the two States handle the matter, and the prisoner is to be delivered to and returned by special appointed agent and not by the State sheriff or a United States marshal . . ."

The liability of Ray Boston must, therefore, be determined upon the ground of negligence. As above stated, that the driver of the car was negligent, is established beyond dispute. The question is not a legal issue herein.

Finally, the defendants argue that there is no proof of agency. With this contention we cannot agree. The evidence of Nick Fudoli is sufficient to establish agency. He was driving the automobile owned by Ray Boston at his request on a mission chosen and designed by Boston. Agency is a question of fact to be established by competent evidence. *Kansas City Life Ins. Co. vs. Nipper*, 174 Okla. 634, 51 P. 2d 741. See, also, *Farmers National Grain Corp. vs. Young*, 187 Okla. 298, 102 P. 2d 180.

The arguments incidental to the above questions have all been considered. For instance, it is argued that because Roy Brashear signed the above set out instrument his estate is estopped to assert there was no extradition. Other matters urged in connection with the issues above presented are without serious merit.

Judgment affirmed.

MISSING PERSONS

Missing-persons notices are posted in the Identification files so that any incoming record on the missing person will be noted. Notices are posted both by fingerprint card and by name, or by name alone if fingerprints are not available. The full name, date, and place of birth, complete description and photograph of missing persons should be forwarded, along with fingerprints if available. Upon receipt of pertinent information, the contributing agency is advised immediately. A section on missing persons is carried as an insert in the *FBI Law Enforcement Bulletin*.

Sheriff Gillick Exhibits at the County Fair

Sheriff Larry Gillick of Butte County, Calif., is another of the many officers now using county fair exhibits as a medium for acquainting the public with the personnel, methods and problems of law enforcement.

Fair officials in Butte County gave Sheriff Gillick a booth 10 feet wide by 22 feet long free of charge. This space was filled with exhibits and

staffed throughout the day and evening by one or more uniformed officers who answered questions and kept the visitors moving to avoid congestion. It proved to be one of the most popular exhibits at the fair.

The exhibits on general police work included the following:

1. Cards 18 by 20 inches containing enlargements of fingerprint impressions and giving a brief history of a famous case in which the subject made an unsuccessful attempt to avoid iden-



Partial view of the exhibit showing gold scales and still (center), currency and marijuana (left), prison-made articles (bottom) and two small but interested citizens (lower right).

tification through an operation on his fingertips.

2. An old, handmade still, like those used in prohibition days. The still was borrowed from Sheriff Mel Schooler of Quincy, Calif., and was placed on a hot electric plate. The "brew" dripped slowly into a glass jar.

3. Photographs of the FBI's 10 "most wanted" fugitives.

4. Pictures concerning two of Butte County's unsolved murders, as well as pictures of other homicides and suicides.

5. A large and complete display of narcotics, as well as the devices used in administering them. This exhibit was displayed in a glass case. The exhibit also included four large marijuana plants, the cigarettes and pictures of the victims of various drugs showing physical effects.

6. A revolving, glassed-in cabinet filled with illegal knives, guns, brass knuckles, and other weapons used in committing crimes.

7. Photographs of the San Quentin State Prison furnished by the officials of that institution, as well as various types of handicraft articles made by inmates of the Folsom State Prison.

8. Two large display cases of counterfeit and genuine bills obtained from the Treasury Department and several large reproductions of currency. Pamphlets entitled "Know Your Money" were distributed to the many interested persons who visited the booth.

For added interest, Sheriff Gillick displayed an old pair of gold scales used in the forty-niner days. He also exhibited some modern police equipment, such as the walkie-talkie, submachine gun, wire recorder and other paraphernalia.

The entire exhibit was topped off with a large map of the county showing the districts, population, the area patrolled by the sheriff's department, and other information of interest which was placed beside an impressive 5-foot replica of the sheriff's shield displayed at one corner of the booth.

Sheriff Gillick believes that with this exhibit and the assistance of his staff he has been able to give his constituents a better understanding of their sheriff's department functions.

INVOLUNTARY SERVITUDE AND SLAVERY

A Federal statute prohibits the holding of a person in a state of compulsory service against his will for any reason except as punishment for a crime of which he has been convicted.

A Unique Case of Fingerprint Identification

*by JOHN A. KINNEY, Chief of Police,
Syracuse, N. Y.*

In Syracuse, N. Y., on October 17, 1952, a series of burglaries broke out and continued for 1 month until the morning of November 18. In this month there were about 25 burglaries committed in 1 area of the east side of the city. Whoever was responsible for these entries was really raising havoc with the crime-rate statistics. The list of unsolved burglaries was growing rapidly. It was one of those cases where the uniformed patrol division and the detective division worked hard and put in extra hours but just couldn't seem to uncover any leads. The breaks seemed to be going in favor of the burglar all the way. Gasoline service stations were the pet target of our friend, with some other type of business establishment occasionally sandwiched in.

The method of operation was similar in all of the burglaries. The burglar made his entries by breaking glass and either crawling in through a window or by reaching in and opening locks from the inside. Once inside, he would use tools found in the place and then he would very adeptly rip open cigarette machines or any other type of vending machine which he could find in which he thought he could obtain some money. He had left many a damaged vending machine and broken window in his month of breaking and entering.

From the date of the first burglary, Sgt. Victor McNett of the police laboratory had been at the scene of each of these crimes searching for evidence which might help in apprehending the burglar. At the scene of the first burglary, he found a couple of latent fingerprints which were checked against all suspects but no identification was made. Sergeant McNett found a number of other latent fingerprints at the scenes of other burglaries. Comparison of these latents from the different burglaries proved that only one burglar was involved. Finally, Sergeant McNett found a set of eight prints on a piece of broken glass. With these latent prints, he made a fingerprint card showing the location of each of these fingers. The only items lacking for complete classification were the prints of the two little fingers. However, with this fingerprint card a search of the 10 fingerprint classification file was made by Patrolman Edward Cornelius, but it was evident that

this person had never been printed in the Syracuse Department.

While these eight latent prints did not give us a clue as to the identity of the burglar, they did provide information which led to his apprehension. The card showed that the right thumb of the wanted man had an elongated whorl pattern and his right index finger had a high-tented arch pattern.

Coupling his knowledge of the fingerprints of the burglar with the information that all of the burglaries happened in the early morning hours and that they were all located in a particular area of the city, Sergeant McNett evolved a plan which resulted in the capture of the burglar. McNett discussed his investigation and his proposed plan with Deputy Chief Harold Kelly, and with me, and suggested that perhaps this man could be caught by an examination of the hands of people who were about in this area in the early hours of the morning. He pointed out that the fact this man had been crawling in through small windows after breaking out the glass would definitely limit his size.

Sergeant McNett asked permission to try out his plan and requested that Patrolman Edward Cornelius of the identification bureau be assigned to work with him since he was also familiar with the fingerprints of the burglar. With our consent, this plan was put into execution.

Together, these two men drew up a map of the area in which the breaks were being made, and they made up a list of the dates when they occurred. They were now armed with an idea of the size of the suspect, the area in which he operated, the type of place he would be most apt to hit, and, most important of all, they knew just what the patterns of his right thumb and index finger should look like.

At 3 a. m. November 18, they started their tour of duty. For 2 hours nothing turned up. About 10 men fitting the description were stopped and had their right hand examined, but after it was noted that there was no comparison in the thumb and index-finger patterns they were sent on their way. At 5 a. m., McNett and Cornelius discovered that a gasoline station had been burglarized. The same method of operation was evident. The burglar was somewhere in this area. A patrol car was called to handle the investigation report and the two men again went in search of the suspect. At 5:45 a. m., a car was observed with the front end parked out an unusual distance from

the curbing. Cornelius and McNett approached this car and found a man pouring gasoline into the carburetor. The man stated that he had run out of gas and he had just bought some to put into the car. When asked to show his right hand, he turned it over for the officers to see and there it was—the elongated whorl pattern and the high-tented arch. The search had ended.

This man was taken to headquarters, where he made statements admitting 24 burglaries. He also admitted being AWOL from the United States Navy since September 16, 1952. On December 19, 1952, he entered a plea of guilty and received a sentence of from 4 to 8 years at Elmira Reception Center, Elmira, N. Y.

CARGO THEFTS

(continued from page 5)

The conferences will be designed to discuss fully the role of both local authorities and the FBI in this connection. The basic problems involved will be discussed and action is to be outlined on the basis of the mutual experiences of those participating in the conferences.

Each theft from an interstate shipment bolsters the morale of criminal elements and encourages them to make a greater haul. It is hoped that these conferences will provide a means for working in closer liaison across jurisdictional lines and will serve to create an offensive which will effectively combat thefts from interstate, intrastate and foreign shipments—another crime which is a constant drain on the American public as a whole.

Notice

The FBI receives numerous requests from law-enforcement officers who wish to receive the *FBI Law Enforcement Bulletin* regularly. Every effort is made to honor these requests in order that this service may be made available to the greatest possible number of members of the law enforcement profession.

Distribution of the Bulletin, however, must be made in accordance with budgetary limitations. It is therefore suggested that when officers discontinue their law-enforcement duties, or no longer desire to receive the Bulletin, immediate notice be given to the FBI, in order that our records may be adjusted accordingly. This will permit distribution of the Bulletin to other officers.

Interesting Pattern

FINGERPRINTS



The pattern presented this month is an accidental whorl with an inner tracing. It is not questionable as it obviously possesses three deltas, D^1 , D^2 , and D^3 , with a recurve

in front of each delta. It is interesting due to the odd formation in front of D^2 . The pattern is a combination of a loop over a central pocket loop.