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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 such a nature that its circulation should be limited to law-enforcement officers; therefore, material contained in this Bulletin may not be reprinted without prior authorization by the Federal Bureau of Investigation.





United States Department of Justice
Federal Bureau of Investigation
Washington 25, D. C.

March 1, 1958

TO ALL LAW ENFORCEMENT OFFICIALS:

Each year the American public is victimized of millions of dollars by the criminal craftsmen who specialize in fraudulent check passing, swindles, confidence games, jewel thefts, and robberies and burglaries involving huge sums of money and valuables. In fleeing with this booty and in disposing of the stolen property, these criminals frequently operate on a widespread and even nationwide scale in violation of the Federal statute concerning Interstate Transportation of Stolen Property.

Indicative of the increase in this nefarious activity, convictions under this Federal Act in the past ten years have increased from 157 in the fiscal year of 1947 to an all-time high mark of 946 in the fiscal year of 1957. As an emphatic blow at this category of serious crimes, the FBI will sponsor throughout the Nation during 1958 a special series of conferences designed to join law enforcement and the public against the depredations of these master criminals.

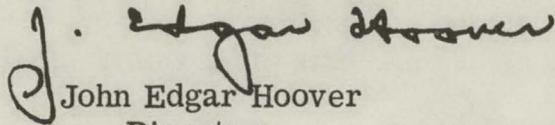
Not a field for amateur or petty offenders, the violations of this Federal statute are generally perpetrated by skilled, veteran law-breakers or organized, well-directed crime syndicates. These offenses, involving sums of money or property valued at over \$5,000, are "big-time" operations, frequently tied into widespread networks of underworld "fences" and other traffickers in stolen goods. Success in these illegal occupations, which attract the elite of the criminal underworld, depends upon cunning ability, criminal experience, and application of current crime techniques. In combatting these offenders, law enforcement is pitting its reputation and skill against the artisans of modern crime. This problem is indeed one critical test of the development of law enforcement against the advances in criminal prowess.

Without public awareness and citizen cooperation, however, the most diligent and coordinated efforts of law enforcement cannot assure public safety against the tactics of this class of criminals. It is of vital importance that the citizenry join in its own defense. The check passer thrives on the indifference of shopkeepers and business firm employees who day after day cash or authorize payment on checks without requiring

adequate identification. Shallow-thinking individuals who are ever eager to grasp at "get-rich-quick" propositions are easy prey for the wily confidence man. Operating with calculated plans, the jewel thief capitalizes on carelessness and the lack of precautionary measures on the part of merchants and salesmen handling precious jewels. Masters of finesse, these aristocrats of crime seek and seize every opportunity to bilk the gullible, defraud the unwary, and take advantage of the weaknesses of human nature.

In the successful manner of recent annual conferences on bank robbery, auto theft, and fugitive investigations, the 1958 series of conferences is planned to focus the attention of the public and the experience of law enforcement on the problem of interstate transportation of stolen property and related offenses. Gathering in local areas throughout the Nation, law enforcement authorities from city, county, municipal, state and Federal jurisdictions will have an occasion to join efforts with business representatives, civic leaders and other individuals concerned with these crimes. Through mutual exchange of problems and ideas, the conferences will afford the opportunity to develop in communities across the country plans of cooperative action to reduce the enormous losses suffered each year at the hands of the violators of the Interstate Transportation of Stolen Property Statute.

Very truly yours,


John Edgar Hoover
Director



FEATURE ARTICLE

Western Nevada Has Cooperative Roadblock Plan

by SUPT. ROBERT J. CLARK, *Nevada Highway Patrol*; SHERIFF C. W. YOUNG, *Washoe County, Nev.*; and CHIEF OF POLICE T. R. BERRUM, *Reno, Nev.*

Roadblocks are an important technique in law-enforcement work, but they are ineffective unless planning permits them to be executed rapidly and smoothly when emergencies requiring them arise. Because of our mountain roads and desert routes only infrequently bisected with crossroads, we felt we could effectively block and contain western Nevada even though we have a relatively small number of officers in a large geographical area.

To this end, a planning conference was held by our agencies, neighboring departments and FBI representatives in January 1953. We invited an enforcement officer of the Fish and Game Commission who knew the back roads and trails, and he and deputy sheriffs who patrolled outlying sections were invaluable in setting up the plan.

The plan was prepared in considerable detail, and the Reno Police Department facilities were used to mimeograph sufficient copies for each officer in the area. The first plan included only the Reno area, but this was rapidly expanded to include an area covering approximately 175 miles north, east, and south of Reno and to the California border on the west. In addition, California departments bordering us on the west and south and north, and subsequently Oregon and Idaho departments, were contacted and they promised (and have given) wholehearted cooperation as our secondary block points. We, of course, respond in kind on blocks requested by these agencies.

Two years' experience produced many suggestions for improvements, additions, and corrections to the plan. In addition, a civil suit arising from injury to persons who failed to stop at a roadblock resulted in a substantial judgment against the officers and the State, with the net result that Nevada pioneered in enacting a roadblock law which is set out later.

Another conference was held by the interested agencies, and a revised plan was prepared in

March 1955, and was reprinted through the Nevada Highway Patrol.

The highlights of our plan are:

1. Block points were established at locations where the greatest number of roads converge, thus reducing to a minimum the manpower required.
2. The agency responsible for each particular location was determined.
3. Each site was given a number so its location can be discussed on police radio without revealing its exact location to anyone monitoring the police frequency.
4. Primary and secondary positions were established, again for maximum use of available manpower, including special deputies who are located in isolated sections.



Supt. Robert J. Clark.

5. Plan A instructions were detailed and contemplated the stopping of all traffic in major cases—murder, bank robbery, escaping felons, etc.

6. Plan B instructions were outlined for situations where a specific vehicle is being sought.

7. Codes 1, 2, and 3 were outlined:

Code No. 1.—In response to a call not classified as an emergency—urgent, but observing all stop signs and signals, and proceeding without the use of red light and siren.

Code No. 2.—In response to a call classified as an emergency but without the use of siren; red lights to be used; all stop signs and signals to be observed.

Code No. 3.—An emergency requiring the use of red light and siren and expediting with as little delay as possible; the vehicle to be driven with due caution and respect for all traffic.

Because our plan covers such a large area and 25 or more different law-enforcement agencies may be involved in plan A blocks, it was felt necessary to outline certain basic regulations and have these in the possession of each department and officer. Through study and experience the following have evolved and are being set out as they may assist other departments which would wish to formulate a similar plan. References to “watch stations” refer to cooperative ranchers or other

business persons living in isolated areas who have agreed to assist by watching for suspect cars in their areas.

Plan A

Plan A blocks involve the stopping and checking of all traffic—outgoing, incoming, or both as the case may require; it is to be used only in major crimes.

The dispatcher first receiving information of the major crimes will immediately broadcast to all cars “Execute plan A” and the code number, and cars will proceed to designated positions without additional command. While the cars are proceeding to their assigned stations, the dispatcher will furnish them with the known details of the crime which will be needed for handling the blocks. If the dispatcher first receiving the information finds that the investigative jurisdiction lies with another agency having a dispatcher, the responsibility of controlling the blocks will be transferred to the appropriate dispatcher as soon as practicable.

Cars assigned to specific blocks will advise the dispatcher of arrival at their assigned stations. They will stop and check all traffic until other instructions are issued and will not leave the



Sheriff C. W. Young.



Chief T. R. Berrum.

block until relieved or until the mission is canceled.

Since several agencies are involved, should any agency which under this plan is to cover a certain spot not have a car available because of another emergency, the dispatcher must be advised immediately so some other agency can fill in. Similarly, each agency will have to designate the car of its department which is to take the position assigned to that agency.

If a car from any agency is close to any one of the primary block points, the driver must proceed to that point and advise the dispatcher that he is doing so. This should be done by saying in effect, "I'll cover—," without revealing the position of the block. He will set up the block and remain there until relieved by the car assigned by the agency responsible for that point.

Secondary blocks and/or watch stations which require telephone contact will be notified immediately, and the dispatcher should have assistance in this by available personnel. The dispatchers will have prepared a list of the current telephone numbers of the persons on the secondary blocks. In the event the Washoe County Sheriff's Aero Squadron is required, the request will be handled through the Washoe County Sheriff's Office.

As the search progresses and it appears that certain blocks are unnecessary, the appropriate dispatcher may order them discontinued. However, at the outset, all positions should be manned on the command, "Execute plan A."

When the blocks are discontinued, the dispatcher, or someone acting for him, will cancel the secondary blocks and watch stations which were handled by telephone and will be certain that all units on all the blocks are advised.

Plan B

The plan B block is a lookout for a specific vehicle. This plan calls for the designated agencies to send cars to the designated roadblock positions. However, this block will not be a complete block for all traffic but will be a lookout for a specific vehicle and will be used in lesser cases than major crimes; i. e., stolen cars, etc. Secondary blocks will be set up where they are to be manned by regular officers, but, except in unusual cases, the telephone contacts to auxiliary police or special deputies and watch stations will not be made.

As in plan A, while initial action contemplates the manning of all block positions, the dispatcher

may reduce the number of positions covered as the developments of the case dictate.

Again, the dispatcher first receiving information as to the crime will immediately broadcast to all cars, "Execute plan B," and will then furnish the pertinent information. Cars will announce their arrival at the previously designated stations, and the respective agencies will be responsible for their coverage as in plan A; if an agency involved does not have a car available, the dispatcher must be advised so that another agency can fill in.

These plans are designed so they can be executed quickly and so it will not be necessary for the dispatcher to give over the air the location of the blocks. Many criminals have shortwave receivers—both AM and FM. It is therefore desirable that no discussion of the exact location of the blocks be made over the air.

It is the responsibility of the law enforcement agency having investigative jurisdiction over the crime to designate the plan desired and to request blocks by other agencies; i. e., the geographical extent of the blocks. That agency is also responsible for advising all other agencies when the blocks can be removed. Where assistance of officers in California is desired, the agencies near the appropriate California departments communicate with those departments.

Where a specific agency is charged with the responsibility of a certain location and is unable to cover that spot, that agency is responsible for arranging for some other agency to handle it.

All participating departments should obtain suitable equipment, such as reflecting signs, flares,



Closeup of roadblock.

etc., so the equipment will be immediately available for use. In this area, we must take into consideration the Nevada roadblock law and the type of signs required by that law.

In the event a Federal crime has been committed, the appropriate Federal investigative agency should be notified; viz., the FBI should be informed of any bank robbery.

In executing all blocks, it must be kept in mind that, because of the desert, subjects might double back, and traffic from both directions should be noted, particularly as time goes by after the crime is committed.

It is not planned that the roadblocks outlined herein be an inflexible operation, and good judgment must be exercised in the location and operation of the blocks, dependent on local conditions and the availability of manpower.

Most departments have airplanes available which can be used, particularly where there is a possibility the subjects have used desert trails and roads. The use of planes where feasible is encouraged.

Where at all possible, a record should be made of cars allowed to proceed through the block; description of the vehicle, license number, registered owner, and identity of occupants can be very helpful information at a later date.

Consideration should be given to using roving patrol cars, both to flush the subjects into the blocks and to detect subjects and vehicles hiding



Roadblock set up under Nevada's law as it looks to the motorist approaching it.

within the blocked areas. Consideration should also be given to coverage of airports, bus and train terminals. Where possible, use of a "trail car" to follow known subjects and vehicles into the block can be most effective.

Roadblock Law

The 1955 Nevada State Legislature enacted and the Governor signed A. B. 262, which became effective March 28 and provides as follows:

AN ACT authorizing the establishment of temporary roadblocks on the highways of this State to apprehend criminals; defining a temporary roadblock and the purpose for which it may be used; providing minimum requirements in establishing temporary roadblocks, and other matters properly relating thereto.

The People of the State of Nevada, represented in Senate and Assembly, do enact as follows:

SECTION 1. *Definition.*—For the purpose of this act, a "temporary roadblock" means any structure, device, or means used by the duly elected or appointed law-enforcement officers, and their deputies, for the purpose of controlling all traffic through a point on the highway whereby all vehicles may be slowed or stopped for the purpose of identifying the occupants.

SECTION 2. *Authority To Establish Roadblocks.*—The duly elected or appointed law-enforcement officers, and their deputies in this state, are hereby authorized to establish, in their respective jurisdictions, or in other jurisdictions within the State, temporary roadblocks upon the highways of this State for the purpose of apprehending persons known to such officers to be wanted for violation of the laws of this State, or of any other State, or of the United States, and using the highways of this State for the purpose of escape.

SECTION 3. *Minimum Requirements.*—For the purpose of warning and protecting the traveling public, the minimum requirements to be met by such officers establishing temporary roadblocks are:

1. The temporary roadblock must be established at a point on the highway clearly visible at a distance of not less than 100 yards in either direction.
2. At the point of the temporary roadblock, a sign shall be placed on the center line of the highway displaying the word "stop" in letters of sufficient size and luminosity to be readable at a distance of not less than 50 yards, in both directions, either in daytime or darkness.
3. At the same point of the temporary roadblock, at least one red light, on and burning, must be placed at the side of the highway which shall be a flashing or intermittent beam of light, clearly visible to the oncoming traffic, at a distance of not less than 100 yards.
4. At a distance of not less than one-quarter of a mile from the point of the temporary roadblock, warning signs must be placed at the side of the highway, containing any wording of sufficient size and luminosity, to warn the oncoming traffic that a "police stop" lies ahead. A burning

(Continued on page 21)

☆
**Conferences
for 1958 on**
☆

Interstate Transportation of Stolen Property

The FBI Law Enforcement Conferences for 1958 will be directed at the problems arising out of the interstate transportation of stolen property. Inasmuch as this is both a local and Federal problem from the standpoint of jurisdiction, it is felt that these conferences will be beneficial in establishing more efficient cooperation among local, State, and Federal law enforcement officials in combatting this problem.

Some of the topics to be discussed will be the confidence man, the jewel thief, the fraudulent check artist, and other violators whose offenses are the first step toward the violation of the Federal statute.

Regional Conferences

The conferences will be held in all of the principal sectors of the Nation, and the locations will be selected so as to be convenient for the majority of those local law officials who wish to attend. Representatives from all interested agencies will be invited, as well as individuals from Canada and Mexico. The conferences will be held in addition to separate regularly scheduled conferences on other problems common to all law enforcement organizations.

Qualified speakers from law enforcement will attend, as will representatives from insurance companies, banks, hotels, business and civic organizations.

The Federal Act

State lines and fast transportation operate to the advantage of the criminal, enabling him to commit his crimes in one State and flee to another, beyond the immediate reach of local and State authorities. This situation was at one time a frustrating obstruction in the path of good law

enforcement, but it was largely corrected during the early 1930's when Congress passed a number of Federal laws giving the FBI jurisdiction over many types of crimes having interstate aspects. The Interstate Transportation of Stolen Property Act, passed in 1934, was part of this legislation.

Violators of the provisions of this statute are subject to a fine of not more than \$10,000 or imprisonment for not more than 10 years, or both.

Some of the possible violations under the Federal Act are as follows:

(a) Knowingly transporting in interstate or foreign commerce any goods, wares, or merchandise, securities or money of the value of \$5,000 or more, theretofore stolen, converted or taken by fraud;

(b) Transporting with unlawful or fraudulent intent in interstate or foreign commerce any falsely made, forged, altered or counterfeited securities knowing same to have been falsely made, etc.; or

(c) Transporting with unlawful or fraudulent intent in interstate or foreign commerce any tool, implement or thing used or fitted to be used in falsely making, forging, altering, or counterfeiting any security, or part thereof.

(d) Transporting persons, or causing them to be transported, or inducing them to travel or be transported interstate as a result of a false misrepresentation, the travel being in execution or concealment of a scheme to obtain money or property valued at \$5,000 or more by false or fraudulent pretenses.

Another section pertaining to "receivers" imposes a penalty similar to that for violators of the transportation section of the act. Possible violations under the "receiving" section are:

(a) Receiving, concealing, storing, bartering, selling, or disposing of any goods, wares, or merchandise, securities or money of the value of \$5,000

or more, moving as, or which are a part of, or constitute interstate or foreign commerce knowing same to have been stolen, unlawfully converted, or taken;

(b) Receiving, concealing, storing, bartering, selling, or disposing of any falsely made, forged, altered, or counterfeited securities moving as, or which are a part of, or constitute interstate or foreign commerce knowing the same to have been falsely made, etc.; or

(c) Receiving in interstate or foreign commerce, or concealing, storing, bartering, selling, or disposing of any tool, implement, or thing used or intended to be used in falsely making, etc., any security, or any part thereof, moving as, or which is a part of, or which constitutes interstate or foreign commerce, knowing that the same is fitted to be used, or has been used, in falsely making, etc., any security, or any part thereof.

The provisions of this act as indicated under parts (b) of the above violations do *not* apply to any falsely made, forged, altered, counterfeited, or spurious representation of an obligation or other security of the United States, since these investigations are handled by the United States Secret Service. Investigations under the Interstate Transportation of Stolen Property Act may also result from one of the following pledging violations:

(a) The pledging or accepting as security for a loan of any goods, wares, merchandise, or securi-

ties of a value of \$500 or more moving as, or which are a part of, or which constitute interstate or foreign commerce knowing same to have been stolen, unlawfully converted or taken; or

(b) The pledging or accepting as a security for a loan any falsely made, forged, altered, or counterfeited securities moving as, or which are a part of, or which constitute interstate or foreign commerce knowing same to have been so falsely made, etc.

A person convicted of a pledging violation under this act is subject to the same penalties as those provided for violations of the transportation or receiving sections.

The Fraudulent Check Artist

One topic of discussion at the ITSP Conferences will be the problems created by the passing of fraudulent checks. During the fiscal year ending June 30, 1957, the FBI Laboratory examined 30,903 fraudulent checks having a face value of \$5,053,846. These checks were compared against the National Fraudulent Check File which is kept in the FBI Laboratory and contains about 70,000 signatures. An article dealing with this file appeared in the FBI Law Enforcement Bulletin issue of June 1955. The scientific laboratory can further aid in such cases by conducting comparisons of inks and specimens of safety paper used in fraudulent checks and in comparing different samples of work suspected of being done on the same checkwriter. It may also be possible to identify the fraudulent check from its stub.

These and other services of the FBI Laboratory are available to all duly constituted law enforcement agencies in connection with crimes being investigated by them. The crime need not necessarily be a Federal violation coming within this Bureau's jurisdiction. In addition, the FBI has jurisdiction over and conducts active investigation in cases involving fraudulent checks which travel in interstate commerce, except for those cases involving "true name" checks.

The problems arising out of the activities of the "hot check artist" are many and varied. Adding to the difficulty of apprehending him is the ease with which he can place himself a great distance from the scene of his wrongdoing in an exceptionally short period of time.

Modern transportation aided one check passer who would board a plane in his hometown, fly



Searching the National Fraudulent Check File.

to a city in a neighboring State, pass his checks, and be on his way home, by plane, the same afternoon. He was able to gross as much as \$1,700 on some days. Originally, he passed his checks in large department stores, but later he struck upon a scheme which was eventually his downfall. With the advent of the Christmas season, he would approach a teller's cage with a check in the amount of \$200 and marked "Christmas Bonus." He would present, along with the check, original and duplicate deposit slips. Telling the employee behind the counter that this was his first Christmas bonus, he would state that he desired to deposit \$50 of the check and retain \$150 for himself. His strict adherence to his modus operandi, however, enabled the FBI to alert all banks in the eastern half of the United States. Observant bank officials recognized him, notified the FBI, and he was soon apprehended.

Another infamous check artist, who was known only as "Mr. X" for temporary lack of definite identification, generally followed one of two plans of operation. In the first, he would burglarize the office of a legitimate businessman, taking as many blank checks as he thought that he might need. Leaving the check stubs behind, he would make notations on them to the effect that the checks were void, imperfect, had defective printing, or were simply canceled. At the same time, he would steal genuine canceled checks to facilitate forgery of the victim's signature.

The next step was to present the check at a bank, where "Mr. X" would display credentials, also stolen, of a second individual whom he would impersonate. At that time he would deposit the forged check, usually made out in four figures, to the bank account of the second individual. He would then draw checks on this account.

The second system of "Mr. X" differed only in that the stolen checks were not deposited. A forged check would be presented to a teller at the bank on which the check was drawn. Prior to going to the bank, "Mr. X" would write on the back of the check the name that he had assumed, then follow it with the notation, "Okay for Cash," or "Signature Guaranteed," and the forged signature of the person who had allegedly drawn the check. After a second endorsement, it would appear to the teller that the person presenting the check had endorsed it in the presence of the maker, and if the second endorsement agreed with the first endorsement, the teller would generally

give cash for the check after comparing the signature of the alleged maker with the signature card of the maker held by the bank.

To preclude discovery in the event the teller might attempt to telephone the alleged maker of the note, the forger would often have an accomplice carrying on a telephone conversation with the alleged maker. On other occasions, "Mr. X" would call the victim prior to entering the bank and request the maker to leave his telephone receiver off the hook inasmuch as there were repairs being made. When finally apprehended, he received both Federal and State prison sentences.

Other Schemes

Another scheme used by one check passer, who cashed most of his checks in stores, was to pose as a salesman for a prominent business. Sometimes he would manage to steal a supply of blank checks from a well-known concern. Otherwise, he would simply print his own imitations. A real "artist," he was equally adept at printing identification cards and papers to substantiate his claim to employment with the company in question. Before starting on his daily round in a new city, he would familiarize himself with transportation lines, addresses or vacant houses, and other landmarks with which to substantiate his story in case he might be questioned by an alert store manager.

Another check artist, after apprehension, related to interviewing Agents that in order to confuse any possible witnesses, he would always wear one suit of clothes when checking into his hotel, another suit of clothes when passing a bogus check, and still a third suit of clothes when he checked out of the hotel and headed for the airport to leave town. After being paroled, another individual gained employment with a printing firm. His employer was quite impressed with the amount of overtime that this employee was putting in nightly. The employer did not know that actually the "industrious" employee was putting the shop's equipment to use in preparing fraudulent checks.

Although the usual check passer will present a good appearance, will be well dressed and look like the prosperous businessman, one used just the opposite approach. He would enter a garage or service station dressed in the garb of a truck driver. After explaining to the proprietor that his truck had broken down and that he was in

need of a new battery, he would present a check which he explained had been given to him by his employer to pay for certain merchandise which he was to pick up and deliver. After cashing the check and paying for the battery or other equipment he needed, he would receive the balance in cash and be on his way.

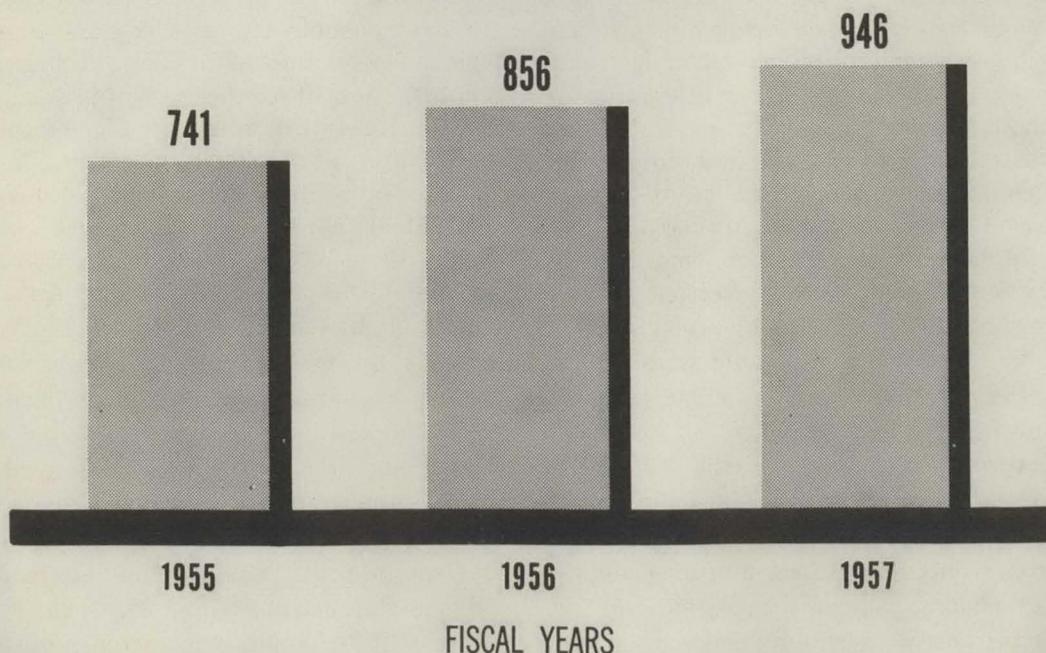
In one case, a husband and wife team passed fraudulent checks in the amount of approximately \$31,000. The procedure used by these two was to purchase airline tickets with bogus checks. They would then proceed to a branch office of the airline and have the tickets redeemed for cash. The downfall of the couple came when an alert FBI Agent, while distributing photographs of the husband to ticket agents at an airlines terminal, recognized the wife in a crowd of people. She was immediately taken into custody, and her husband was apprehended a few months later.

Posing in the role of a high Government official was the favorite trick of another check-passing individual. He would enter the office of the executive of some business firm and after discussing the activities of the firm for a while would suddenly realize that he must hurry off to catch a plane. Quite conveniently, he would mention at this time that he had neglected to drop by the bank and would ask if perhaps the firm could afford him the small accommodation of cashing a personal check? As a rule, the firm would show him this courtesy.

Some police departments have instituted plans whereby telephone warning systems have been set up to pass information along to banks and other interested business firms when a check artist is known to be operating in the area. Two such departments, Fargo, N. D., and Ellensburg, Wash., had their systems explained in the De-

Interstate Transportation of Stolen Property CONVICTIONS

TREND 1955-1957



ember 1956 and January 1957 issues of this Bulletin. Requests for copies of these two articles can be filled by writing to J. Edgar Hoover, Director, Federal Bureau of Investigation, Washington 25, D. C.

Jewel Thieves

Another major field of the perpetrator of the Interstate Transportation of Stolen Property crimes is that of jewel theft. The jewel thief is a criminal who is willing to spend long hours of planning and coordination in the attempt to rob his victim. Naturally, the jewel thief must rely on the "fence" to help him along, and most likely in his attempt to reach the "fence," the jewel thief may have to cross State lines, thereby constituting a possible violation of the Interstate Transportation of Stolen Property Statute.

Because he must constantly transport his valuable wares from one place to another, often on his person or in a private automobile, the jewelry salesman is the prime target for this type of thief. A good example occurred in the Midwest, where a jewelry salesman, entering the lobby of an office building at his customary time of arrival one recent morning, was greeted by a blast of tear gas full in his face. He dropped his case containing an estimated \$500,000 in loose diamonds, and it was immediately grabbed by the thief who made his getaway by auto.

Fortunately, this case was solved and those responsible were in police custody within a few weeks. The gems were recovered from a concrete block found buried in the backyard of the residence of one of the subjects. This robbery illustrates, however, one of the main points for consideration in thefts from jewelry salesmen—often the salesman's habit of following a strict business routine leads to his misfortune. In this instance, for example, he had been under surveillance by an associate of the thieves as long as a year before the robbery, and it had been noted that he habitually arrived at one point at almost exactly the same time each morning.

Another boon to the jewel thief is the salesman who leaves expensive merchandise unattended in an automobile. A natural object of considerable interest to underworld characters bent on larceny, the jewelry salesman nevertheless plays into their hands when he takes his coffee break at the same time and place each day without bothering to un-

lock his trunk and carry the valuables into the restaurant with him. He takes a similar chance when leaving jewels alone in a hotel room or a locker in a public place.

The swift solution of the case mentioned above is indicative of what can be accomplished by efficient cooperation among law enforcement agencies. Investigation on this occasion was conducted jointly by the FBI and local police officers, and combining the information obtained by the two agencies led to the identities of individuals having knowledge of the crime. The effective use of informants in this case also demonstrated the value of this technique to law enforcement.

The Confidence Man

The hazy world of frauds, fakers, and deception is the environment which spawns the "aristocrat" of crime—the confidence man. A smooth talker, a student of human nature, and a quick thinker, the confidence man is able to spot his victim in a crowd or from a mere snatch of conversation. He is also marked by a striking lack of conscience and mercy toward his victims. That the confidence man is warped in some way is apparent from the contrast between his cunningness, commanding bearing, ingratiating personality and the nature of his low calling, which entails risks, discomforts, and time in the penitentiary.

Frequently the favorite victim of the "con man" is the elderly, wealthy widow or spinster. One such widow in California spent approximately \$20,000 financing pleasure trips to Florida and Hawaii for a confidence operator who then absconded with her expensive automobile and \$55,000 in cash. After brief but profitable association with several other "wives," some with and some without benefit of marriage ceremonies, he met a 67-year-old woman of considerable financial means in an auction gallery in Florida. Passing himself off as a highly successful businessman with extensive interests in real estate, oil, and gold, he was soon engaged to marry his latest victim. He induced her to sell her property for a quarter of a million dollars, making sure that the deal was completed within several hours after the wedding ceremony had taken place. With most of the \$250,000 in cash and almost \$60,000 in jewelry belonging to the woman, the pair set out by auto on their honeymoon. After depositing his bride at a Virginia motel, the groom drove

off, the money and jewels still in the trunk, ostensibly to have some "repair work" done on the car. A Federal complaint was filed when the auto was later located in a garage in New Jersey. The "honeymoon" ended with the subject's arrest in New York City.

This is typical of the many instances wherein the con man, relying on his cunning, his brashness and long-practiced personable approach, turns to his own advantage the vanity, loneliness, or sometimes even sympathy of elderly women.

This particularly lowly type of larcenous individual can also assume many deceiving guises. One managed to profit for a while from the post-war housing shortage in Washington, D. C. Posing as a real estate agent, he bilked a serviceman of 2 months' advance "rent" for a house he never owned. Another "real estate agent" claimed that he held options on valuable tracts of land adjoining George Washington's Mount Vernon Estate in Virginia. Before a deal for the sale of the land finally fell through, he had taken his victims for over \$19,000.

Perhaps best representing the whole field encompassed by this type of operator is Joseph Levy, a first-class con man, accomplished check forger, and inveterate prison inmate. First arrested in 1914, Levy has masqueraded under more than 100 aliases and, with no less than 25 subsequent arrests, has spent most of his adult life in jail. He has posed as a purchasing agent for a penal institution, an assistant warden for a penitentiary, a United States Attorney, a United States Probation Officer, a wholesale clothing executive, and a prominent businessman. Many of his schemes have victimized wealthy women, although he once contacted the office of a former member of the Senate and was conducted on a courtesy tour of the city of Washington. He used this contact as a means of identification for the passing of worthless checks. He was finally sentenced to a year and a day on each of seven counts, to run consecutively, for interstate transportation of stolen property.

Varied Swindles

The types of swindles employed by the confidence man are almost endless in their variety. The "Judge Baker" swindle, the "Gypsy" swindle, the "Spanish Prisoner," "Pigeon Drop," and "Buried Treasure" swindles—all are only too common. In

many cases, the perpetrators run afoul of the Federal law somewhere along the line. Often, interstate communications, usually telephone or telegraph, are used, resulting in violation of Public Law 554, 82d Congress. This law, which frequently makes it possible to prosecute confidence men without the necessity for establishing the interstate transportation of \$5,000 or more interstate, provides:

Whoever, having devised or intending to devise any scheme or artifice to defraud, or for obtaining money or property by means of false or fraudulent pretenses, representations, or promises, transmits or causes to be transmitted by means of interstate wire, radio, or television communication, any writing, signs, signals, pictures, or sounds for the purpose of executing such scheme or artifice, shall be fined not more than \$1,000 or imprisoned not more than 5 years or both.

FBI Aids

As aids in combatting confidence men and similar characters, the FBI maintains the Confidence Men File and the General Appearance File. The Confidence Men File maintained in the FBI Laboratory contains known handwriting and typewriting specimens of established confidence game operators. The General Appearance File maintained in the Latent Fingerprint Section, Identification Division, contains photographs and descriptions of well-known con men. Known information about the perpetrators of such crimes may be checked in these files, and any useful data developed is furnished by the Laboratory and by Latent Fingerprint Section to the interested law enforcement agency. Such data may include photographs of individuals who have previously engaged in the same type of operation.

Conclusion

The 1958 regional conferences will consider in detail the role of both local law enforcement agencies and the FBI in combatting interstate transportation of stolen property crimes. All sessions will be conducted as panel-forum type discussions, providing a full opportunity for the exchange of ideas and beneficial suggestions. A closer understanding of mutual problems and a further strengthening of cooperative ties among local, State, and Federal enforcement agencies give hope for a much-needed reduction in the enormous property losses resulting from these crimes each year.

CRIME PREVENTION



(Address of Governor George D. Clyde, State of Utah, to the Police Administrators' Conference, at Salt Lake City, Utah, on November 13, 1957)

Mr. Chairman and Law Enforcement Administrators of Utah: It is a special pleasure for me to meet this morning with this group of men who are dedicated to the important task of maintaining law and order in our communities.

Police administrators in this modern day and age are not merely suppressors of lawlessness and violence as were the "lawmen" of the Old West, although this is one of their major duties and policemen are frequently called on to face stern tests of physical and moral courage. The modern police officer, and particularly the police administrator, is also deeply concerned with preventing crime by eliminating conditions that breed crime and criminals. You represent a major social force in our communities. All of our citizens owe a deep debt of gratitude to you gentlemen for your public spirit, your devotion to duty, and your constant interest in community welfare.

Among the many and varied problems you are called on to face, there are two in particular that are attracting more and more space in the newspaper headlines across the Nation. These are the problems of juvenile delinquency and of highway traffic. In the few moments I am talking to you this morning, I want to discuss, very briefly, the area in which these problems overlap—that is, the particular problem of juvenile traffic offenders.

Now let me say at the start, and I want to make it very clear, that I am not an alarmist about the younger generation. I think the great majority of our teen-agers are outstanding young people. They have the natural and delightful exuberance of youth, but along with it they have an impressive seriousness of purpose and a genuine concern for the interests of the community at large. I respect and admire them and I think the keys to the future, which they hold, are in excellent hands. Our young people are accomplishing a great deal of good, and they should receive full recognition for it.

Remarks Concerning Juvenile Traffic Offender Problem

It is not then in any spirit of blanket criticism that I bring up the particular problem of teen-age drivers. We all know, however, that there is a minority of nonconformists in the teen-age group that is of very grave concern to all the rest of the population—including the other teen-agers. There are the vicious juvenile gangs that plague our larger cities, the juvenile vandals who cause so much senseless damage to property. We also have the teen-age motorists who think it is "smart" to disobey traffic laws and drive recklessly and who take such a frightening toll of life and limb on our highways.

The ratio of reckless teen-age drivers to the whole teen-age group may be small, but the minority is giving the entire group a bad name. The under-21 group of motorists shows an impressively



Governor George D. Clyde.

bad record, statistically. According to various studies that have been made, the younger group has a much higher rate of accidents, particularly major accidents producing serious injury or death, than any other age group. Some studies have indicated that the number of under-21 drivers involved in fatal accidents is more than double the number that would be their mathematical "share" as measured by the ratio of drivers in this age group to the total driving population. The fact that insurance companies, which abide by factual data and leave all sentiment out of their calculations, increase their rates when younger drivers have access to the family automobile, clearly shows that the special problem exists.

Now, once again I want to insert a word of caution, lest my remarks at this point be misunderstood. I am not implying that the reckless driving habits of teen-agers—of a few teen-agers, let me emphasize once again—are the fault of lax enforcement by police officers. The problem is a complex one, and has many avenues of approach, of which enforcement on the highways is but one.

Perhaps the biggest weapon with which to combat the problem is found within the younger group itself. It is the group attitude, which exerts tremendous pressure on individual members of the group. When reckless young drivers are fully made to feel that they are scorned rather than admired by their contemporaries, a tremendous step toward teen-age safety will have been taken. I am happy to see strong indications of a trend in this direction. The recent teen-age traffic safety conference held in Salt Lake City showed that there is a large group of serious-minded young people who are conscious of their own problem and who are trying to establish and maintain the very attitude I have mentioned. Every possible encouragement should be given to this movement within the teen-age group.

Parents, I am sure, must share a large measure of responsibility for the teen-age traffic problem. Again, I am not making a blanket indictment of all parents, but criticizing those who do not take the trouble to make sure that "Junior" either obeys the rules of safety or else does not have access to the family car—or his own "hot rod." There are even parents who resent the actions of authorities who try to impress their children with the dangers of careless driving—parents who demand that suspended licenses be restored to their children before the end of the suspension period. These parents

are playing with human life, and their responsibility is a heavy one.

Churches, schools, and other important social institutions must play their part in this vital educational campaign. I am pleased to report that we already have heartening indications that our new statewide driver training program in the high schools, authorized by the most recent legislature, is showing excellent results.

Even if we get the maximum effect from the various educational forces I have outlined, however, we must still face the problem of the occasional nonconformist, the rebel who delights in flouting the rules and being a law unto himself. This type of driver, in any age group, will always be the special problem of enforcement.

When I was a boy, there was a popular axiom which said: "Spare the rod and spoil the child," implying that too little discipline was ruinous to a youngster's education. Today, at least in some quarters and in the matter of automobile driving, the "old saw" seems to have been twisted around to say: "Spare the child and spoil the rod"—the hot rod, that is, which too often is smashed up in a high-speed accident that snuffs out lives.

I do not believe that we should be unduly harsh. We must act with broad vision and understanding, lest we further temper the stubborn streak of the rebel. But we must be firm in making it understood that the dangerous driver of any age must reform his driving habits, or else stop being a driver.

From the evidence I have seen, most police officers in the State are doing a conscientious job of trying to enforce safety on the highways. Where our enforcement program is falling down is in the lack of full coordination between enforcement on the highways and the followup in at least some of our courts.

Once more, I find it necessary to do a little explaining, to make sure my remarks are not misunderstood. I do not in any way suggest that our courts should be unduly harsh or that accusation should be taken for guilt. Every person accused of a traffic violation, like a person accused of any other infraction of our laws, is to be presumed innocent until proved guilty. That is the American way. However, I have seen frightening evidence of young drivers who have been cited for a succession of seriously dangerous offenses, who have admitted their guilt, and who have been let off with suspended sentences or very light fines.

It is no wonder that these young people refuse to take the matter seriously. When a child burns his finger on the stove, he quickly learns not to repeat the action that brought so much pain. A similarly logical punishment for violating the law can teach a similarly conclusive lesson. But when normal punishment is unreasonably waived, the lawbreaker is actually encouraged to further violations.

I have heard that many police officers have become discouraged with the situation and are understandably reluctant to risk their lives to apprehend speeding youngsters on the highway, when they are so often brazenly told: "Go ahead and give me a ticket—Judge —— will just give me a lecture and that's all there will be to it."

I am sure we should seriously reconsider the question of having teen-age traffic violators excused from the regular traffic court. I was impressed that the young people at the recent teen-age traffic conference to which I have referred were in agreement that younger drivers should face the same courts and the same penalties as older drivers.

I know that the juvenile court judges of the State generally disagree with me. I am hesitant to disagree with these men who devote their lives to the problems of young people. I do feel, however, and feel very strongly, that if juveniles are not old enough to face the regular traffic courts, they are not old enough to be entrusted with a lethal weapon on the highways—which is precisely what an automobile becomes when it is improperly handled. It is time we fully cemented the connection between the privilege of driving a car and the responsibility it entails. Granting the former, without imposing the latter, is a clear invitation to disaster.

In closing, let me commend you men, and all of the officers working under you, for your fine efforts and your devotion to duty. Let me urge you to continue your utmost efforts in spite of discouragement, and in return I assure you of my fullest support in developing public opinion to give the fullest support to all of your legitimate efforts.

HANDLING EVIDENCE

Copies of an article entitled "Suggestions for the Handling of Physical Evidence," which was previously printed in this Bulletin, can be secured by writing to the Director, Federal Bureau of Investigation, Washington 25, D. C.

STOLEN FIREARMS

Maintained at FBI Headquarters in Washington, D. C., are many valuable investigative aids for law enforcement, including such essential reference collections as the National Automotive Paint File, the National Fraudulent Check File, and others. One such aid is the National Stolen Property Index (NSPI). A part of this index, on 3 by 5 cards, lists almost a quarter of a million firearms which police, governmental agencies, the armed forces and other organizations and individuals have reported as stolen.

The index contains a separate card for each stolen weapon, filed by serial number. The card also lists the type of weapon (rifle, revolver, automatic pistol, etc.), make, model, and caliber. Whenever a department desires that a recovered or suspected firearm be checked against the index, a search may be requested by letter to the FBI furnishing complete descriptive data. All such requests are searched promptly, and the requesting agency is advised of the results by return mail.

The National Stolen Property Index is a valuable aid in FBI investigations as well as to local and State law enforcement agencies. In one bank robbery case, a recovered weapon was searched against the index. It was found that the weapon had been taken from a band of car thieves in a distant State several years earlier and turned over to an official for disposition. The official had died, and thereafter the gun was sold by a sporting goods store to an individual who later turned out to be the bank robber.

One use that law enforcement agencies can make of the National Stolen Property Index is by submitting complete information on newly stolen weapons and by requesting index checks on recovered firearms by writing to the Director, Federal Bureau of Investigation, Washington 25, D. C.

SPECTROGRAPHY

Each of the special instruments found in the FBI Laboratory Spectrographic Section has a specific function, such as the determination of the metallic composition of questioned materials; the study of color and coloring agents; the analysis of organic compounds, such as plastics or rubber; the identification of certain compounds as narcotics; and the analysis of crystalline substances and many others too numerous to mention.

Functional Police Headquarters for a Small Department

by CHIEF ALFRED SMALLEY, *Highland Park, N. J.,
Police Department*



Highland Park, N. J., is a 2-square-mile residential area on the banks of the Raritan River and adjacent to New Brunswick, a city of 37,000 population. It is located in the heart of a heavily industrialized area.

For many years, the 20-man police department was located in a small, four-room building built in 1927 on the main street in the center of town. This site provided no parking facilities and was in the midst of heavy traffic. Of the four rooms, one was a courtroom; one the chief's office; another the complaint room and desk; and the fourth a two-cell cell block. This cell block had no toilet facilities and was inadequate in general. Furthermore, there were no locker facilities for the men and no storage space.

In 1952, plans were inaugurated for a new building to house the police headquarters and the fire department. Easy access for the public, adequate parking space, and efficient use of all available space were prime considerations.



Chief Alfred Smalley.

The site selected was town-owned property two blocks from the main business thoroughfare. The building was started in the Summer of 1953; the police department moved in during March 1954; and the building was dedicated in June 1954. It is a one-story red brick structure with steel girders and a 14-inch reinforced concrete and insulated roof. The floors are of concrete covered with asphalt tile of varied colors and the windows are of aluminum with marble sills. The building has hot-water heat. It also has an emergency generator installed for use in case of power failure. The total cost of the building, including the fire department portion, was \$300,000. All new furniture and equipment, at a cost of \$5,500, were installed in the police building.

The Police Desk

A major item in the furnishings is our police desk, which was specially designed. Three telephone trunk lines and extensions run throughout the building and also to the first-aid squad located in a different section of town. In addition, the plug-in type switchboard is used for fire alarm sirens and for Civil Defense air raids. Also found here are a radio transmitter and receiver; burglar alarms from banks, stores and warehouses; and a teletype message file, as well as the teletype machine and the intercom box. A door behind the desk leads to the records room. Thus the desk man can control the reading of accident reports by insurance investigators, who stay outside the desk rail.

The police building, one hundred feet long and forty-five feet wide, was designed with a central corridor, six feet wide, running from the front to the rear. Off this corridor are the various rooms, offices, and the cell block. To provide for additional lighting in view of the absence of windows in the corridor, Plexiglas skylights are installed at four spaced locations in the corridor

roof. On the roof they appear as "blisters," or rounded tops, to permit the dirt to be washed off when it rains. Thus, the sun or daylight is diffused to the space below, giving the effect of neon lights. The entire building has soundproof ceilings and all rooms, except the cell block, are individually air conditioned.

Prisoners are never brought in through the public lobby but are escorted through the door at the rear of the corridor and taken directly to the four-cell cell block. There they are searched, and their ties, belts and shoe laces removed. If necessary, they are then taken to the records room for booking and, perhaps, mugging and printing.

Cell Block

There are two cells on each side of our modern cell block. The floor is of reinforced concrete with a drain in the center. A 2-inch concrete curb separates adjacent cells, so that when the cells are washed down, the water from each will drain off individually, thus preventing rusting of the side bars. Also to prevent rusting, the bars at the front of the cells are raised 2 inches from the floor. Each cell has hot and cold running water and a flush toilet. Ventilation to the block is provided by a blower which pulls fresh air in from the roof, which air can be heated, when necessary, by a heating unit in the blower controlled by a thermostat located inside the cell block. Further, each individual cell has its own exhaust vent operated by one motor on the roof. Illumination comes from a recessed light in the ceiling of the block and from a Plexiglas skylight. There are no lights in the individual cells.

Across the corridor from the cell block is a detention room for females or juveniles.

Other Rooms

Also located off the corridor are the chief's office, the captain's office, the magistrate's office and court, a modern identification room, the records room, store room, and a locker room for the men.

The chief's office, which is modern in every respect, measures 20 by 14 feet. It has beautiful oak wood paneling and fluorescent lighting. The chief has two telephones, one unlisted and the other connected through the switchboard. From this office, one door leads to the corridor, another to the captain's office at the left, and the third on the right to the records room.

The chief's office and that of the captain, which is of the same size and furnished practically the same, are used for interrogation purposes. It has been found that the psychological effect of interviewing a suspect in such a modern and so-called "nonpolice" atmosphere has a salutary result on the suspect. Further, the privacy is conducive to efficient interviewing.

In our records room we keep copies of complaints, accident reports, and motor vehicle arrests. This room is equipped with a desk and typewriter for the use of officers in preparing their reports.

The criminal records and fingerprint cards are kept in the identification room. To conserve space in this room, the lights, reflectors, and camera stand are swung parallel to the wall on a hinge-type bracket. This equipment can be easily swung out for use.

Our new, spacious headquarters, with adequate parking spaces, provides much better facilities than the outmoded quarters previously used. Under these present conditions, our department is afforded greater opportunities to provide adequate police service for the community.



Front view of headquarters building.

IDENTIFICATION

The Question of Print Removal by Surgical Planing

A recent development in the field of medicine, as reported in the press, has caused interest among law enforcement personnel who deal with the fingerprinting of criminals. This technique, usually referred to as wire-brush planing, is a method designed to correct certain types of skin defects by means of surgical abrasion. The operation uses a high-speed rotary electric wire brush and is intended primarily for the removal of scars and superficial blemishes of the skin.

Of particular interest to law enforcement is the application of planing to the removal of the ridge detail from fingers and toes. Although this possibility has given rise to some questions, a study of the problem by the FBI gives assurance that this medical development is not expected to have any appreciable effect on the validity and usefulness of fingerprint identification. The technique should not be considered a new or practical weapon in the hands of the criminal element.

Nature of Ridges

It is necessary first of all to have some understanding of the nature of the ridges on fingers and toes. The epidermis, or outer skin, consists of two main layers; namely, the stratum corneum, which covers the surface, and the stratum mucosum, which is just beneath the covering surface. The stratum mucosum is folded so as to form ridges which correspond to the surface ridges. Generally, no permanent defacing results when

the stratum corneum is bruised or slightly cut. If, however, a more serious injury is inflicted, thereby damaging the stratum mucosum, a permanent scar will appear.

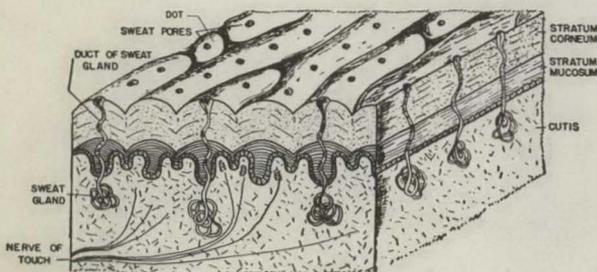
Under the epidermis of the fingers and toes is the dermis, composed of what are called dermal papillae which have the appearance of minute blunt pegs or nipples. The dermal papillae are arranged in double rows, these rows presenting the same variations in ridge characteristics as appear on the outer layer of skin, with the exception that the outer ridges are single rather than double. Thus it can be seen that the dermal papillae ultimately determine the ridge detail upon which fingerprinting is based.

Not a New Problem

In considering the problem which dermal planing presents for the identification officer, it must be kept in mind that mutilation of fingerprints is not new. Prints which have been obscured by occupational scars, accidental injuries, or intentional mutilation are not uncommon. The FBI, in fact, has a separate file on mutilated fingerprints at its Identification Division in Washington, D. C.

One of the classic examples of intentional mutilation is the case of John Dillinger. At one point in the course of his infamous career he secured the services of a Chicago physician in an attempt to prevent his identification by fingerprints. Cutting was used in scarring the center portions of the end joints of his fingers. The ridge formation was left almost intact, however, around the outside of the scarred area.

Another case involved Roscoe James Pitts, arrested in Texas in 1941. When it was found that the bulbs of his fingers showed evidence of surgery and an absence of ridge formation, Pitts stated that the skin on all his fingers had been removed and that new skin had been grafted from his chest. This had left the end joints of the fingers free of papillary ridges.



Microscopic structure of the friction skin on the bulb of the finger.



Inked fingerprints of right hand of John Dillinger before mutilation.



Inked fingerprints of right hand of John Dillinger showing mutilation of ridge formation on end joints.

In Dillinger's case only the center of the pattern area had been obliterated on each finger, leaving identifying characteristics remaining around the outside of the scars. The patterns on the end joints of the fingers of Pitts, however, had been completely removed. Nevertheless, the futility of the painful operation became readily evident. Upon his arrest in 1941, a copy of the mutilated prints was sent to the FBI in Washington, where a set of impressions taken before the surgery was already on file. Both the previous and the contemporary inked impressions had been taken in such a way that the top portion of the second joints appeared. The identity of Pitts was positively established by the papillary ridges of the second joints.

These examples, and others like them, illustrate that there is little to be gained by the criminal through the painful, dangerous, and often costly practice of resorting to intentional mutilation. No known successful case of obliteration of fingerprints defeating identification has ever come to the attention of the FBI.

It is obvious that the use of wire-brush planing by a criminal to obliterate the ridge patterns on his fingers would produce, as its end result, a situation similar to that in the Pitts case.

A man cannot "buy" a new identity through dermal planing. Whether a subject has had an

operation or not, any remaining ridge details which are found to be present are still positive means for identification purposes. Thus, surgical planing does not throw any question on the general and well-established science of fingerprint identification. Neither can the operation be performed without leaving some signs of the surgery. Whether it is a good professional job with no scars or a bungled "do-it-yourself" attempt, it will be obvious the fingers have been tampered with.

Arouses Suspicion

The very fact that an individual has submitted to an operation of this type and the subsequent appearance of his fingers stamp him as unique. He becomes immediately a magnet for close scrutiny and investigation by the police whenever he comes to their attention, even when only a very minor charge is involved. In addition, he must still cope with other means of identification, of which there are many. Witnesses (or merely persons who know him by sight) and photographs are examples. Logically, the type of criminal who would resort to intentional mutilation is one who probably has already compiled an extensive criminal record with which he does not desire to be identified. He may have escaped from prison or he may be wanted on some outstanding charge.

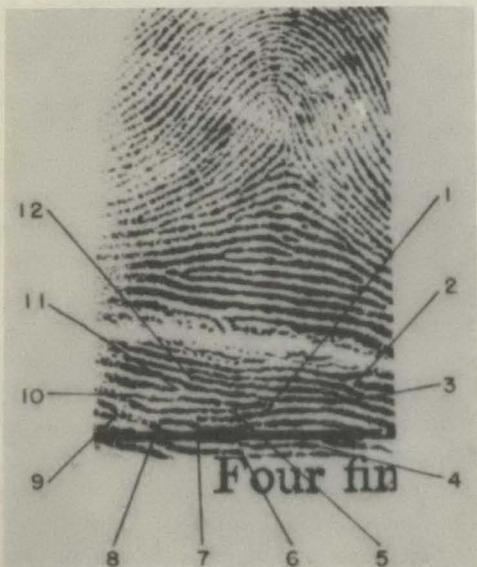
EXPERIENCE SPEAKS

Recently, an enterprising newsman, Henry N. Taylor, representing the Scripps-Howard Newspaper Alliance, called the State Penitentiary at Columbia, S. C., and questioned Roscoe Pitts about his feelings on the possibility of removing the identifying ridges from fingertips by wire-brush surgery. Said Pitts, "Any crook who has his fingerprints rubbed off is nuts."

"If I had fingerprints," he was further quoted, "I probably wouldn't be behind bars today. Any policeman in America could spot my marks half way across the room. It's given me nothing but grief." In recounting the story of his arrest, Pitts told the newsman that several months after his painful fingertip operation he was stopped for speeding in Texas. "It wasn't even a hot car," he complained. He didn't have a draft card, so he was taken in for routine fingerprinting. "You should have seen the look on that policeman's face when my prints came up blank," related Pitts. "But the laugh was on me when they held me and sent my picture to Carolina. That was the end."

After this revealing interview with a man who should know, Mr. Taylor concluded that the development of wire-brush surgery is no reason to worry about a crime wave.

He foolishly thinks that if he is ever picked up minus the ridges on his fingers, the police will let him go without bothering to identify him. Yet obviously an individual of this kind is known to police somewhere, and it is possible for the law enforcement agency to circulate his photograph and description, to have him viewed by persons or witnesses who know him.



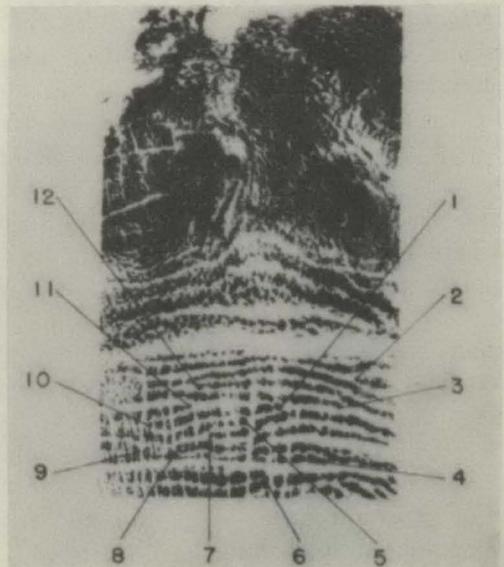
Fingerprint of Roscoe Pitts before mutilation.

In addition to fingerprints, there are other means of identification acceptable in our courts, such as the direct testimony of a witness who saw the criminal commit the crime. Nor can the criminal ignore the basic physical characteristics and the scars and marks, footprints, and palm prints which also serve to identify him. The FBI Identification Division maintains a separate Footprint File.

Perhaps the most frustrated of the criminals who have tried to avoid being identified by fingerprints was a burglar in Kentucky. Preparing to enter a business establishment through the skylight, he removed his shoes and socks, pulled the socks on over his hands, and dropped through the opening to a glass-topped desk below, confident that he would not be betrayed by his fingerprints. His confidence was shaken later when he was positively identified by the print of his bare foot found on the desk top.

In addition to the ineffectiveness of fingerprint mutilation or obliteration in preventing identification, the problems confronting the criminal who contemplates dermal planing are many. No member of the reputable medical fraternity would consider being of such assistance to a criminal. Even the unscrupulous underworld practitioner would hesitate to perform the operation, thereby leaving himself vulnerable to possible subsequent court proceedings.

The criminal, then, might eventually consider resorting to performing the operation himself or having it done by one of his nonmedical associates.



Fingerprint of Roscoe Pitts after mutilation.

ROADBLOCK PLAN

(Continued from page 6)

beam light, flare, or a lantern must be placed near such signs for the purpose of attracting the attention of the traffic to the sign.

SECTION 4. Existing Law Preserved.—Nothing in this act shall be deemed to limit, or encroach upon, the existing authority of Nevada law-enforcement officers in the performance of their duties involving traffic control.

SECTION 5. Penalty.—Any person who shall proceed or travel through a roadblock without subjecting himself to the traffic control so established shall be guilty of a misdemeanor, and shall be punished by a fine of not more than \$500, or by imprisonment in the county jail for not more than 6 months, or by both fine and imprisonment.

SECTION 6. Effective Date.—This act shall become effective upon passage and approval.

To assist further in the functioning of the plan, the FBI-Nevada Peace Officers Association schools throughout western Nevada have included discussions of roadblocks with practical problems being practiced. Supt. Robert J. Clark was the instructor at these schools.

To keep officers on the alert, practice blocks are run periodically. Here a word of caution—when the run is a practice one, the dispatcher is instructed to say, "This is a practice run; proceed cautiously and execute plan —."

The ultimate success of any roadblock plan is the close cooperation of all participating agencies. We believe our plan as outlined above has done much to achieve this goal.

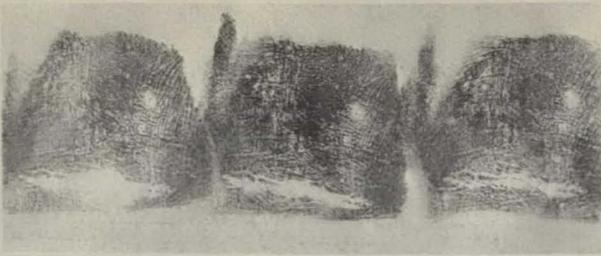


GLASS FRACTURES

Glass fracture examinations may determine if a windowpane was broken from within or without. It is necessary that enough of the broken pieces of glass from the scene be pieced together to permit a study of the pattern of cracks and to permit orientation of the glass fragments in their original position.

SOIL EXAMINATION

A lump of dried mud may be a deciding factor in bringing a hit-and-run driver to justice. Numerous specimens of soils and minerals examined in the FBI Laboratory have played a major part in circumstantially placing a hit-and-run car at the crime scene, and later testimony by a laboratory examiner has helped to convict the hit-and-run driver.



Three inked impressions of one finger taken after removal of the ridge pattern by professional surgical abrasion.

Here again the difficulties are great. If he succeeds in obtaining the necessary equipment and medical supplies, he must next prepare himself for the operation. He will not be able to resume his usual activities for 10 to 14 days, even presuming a relatively quick recovery. He will need a place to hide and probably someone to look after him—needs which are usually priced high in the criminal world. (Dillinger reportedly paid \$5,000 for his operation, including surgery on his face, plus \$25 to \$35 per day for use of the doctor's house.) He must know how to carry out the procedures of sedation, if required, and the freezing of the areas to be operated upon. The actual planing calls for knowledge of brush movement techniques and ascertaining the proper depth to which planing should be carried. Postoperative care must also be provided, including proper dressings and medication. It should be readily apparent that scars, infection, or worse might well follow any misstep.

Dermal planing, as successfully done by skilled plastic surgeons, has undoubtedly produced very beneficial results, often without scars. On the other hand, it has been conducted under the most ideal conditions possible, with skilled surgical personnel, knowledge, and equipment. For the criminal, however, it offers little hope that the well-established science of fingerprints will be rendered ineffective.

Just as they have in the past, identification officers throughout the country must continue to be on the alert for mutilated and scarred fingers when taking inked impressions; all such cases must be adequately explained or investigated.

In short, wire-brush planing to obliterate ridge patterns is not a new weapon of the underworld. It is merely a new twist to an old "gimmick" which has long since proved painful, expensive, dangerous, and ineffective.



OTHER TOPICS

“Ten Most Wanted” Program Reaches 8th Anniversary

This month the “Ten Most Wanted Fugitives” program celebrates its 8th anniversary. Inaugurated on March 14, 1950, this program is designed to serve as a practical investigative technique to effect the location and apprehension of fugitives being sought by the FBI. These “wanted men” are afforded nationwide publicity by a widespread distribution of their photographs and descriptions, together with graphic accounts of their crimes.

This list of fugitives is composed of criminals badly wanted for the perpetration of one or more of the Federal violations within the investigative jurisdiction of the FBI. What are the criteria for being added to the “Top Ten” list? These fugitives are selected on the composite evaluation of past criminal record, viciousness, national interest, widespread activity, and potential menace to society. As each fugitive is eliminated from the list another is added to the program. FBI officials in Washington, D. C., who direct fugitive investigations on a national basis choose replacements for this program with the aid of information furnished by FBI Agents pursuing the search for fugitives throughout the country.

From the outset, the purpose of the program has been to solicit the aid of the citizenry in ferreting out fugitives. With the entire range of the Nation as a hiding place, with swift means of transportation available, and in view of the criminal cunning in elusiveness and disguise, law enforcement is at a great disadvantage in seeking the criminal “on the run.” To lessen the odds, it is necessary to block off the avenues of escape, to decrease the chances of “hiding out,” to make it impossible for the criminal to obtain anonymity. One of the most potent weapons against the fugitive is widespread advertising of his identity, characteristics, habits, personality traits, and his criminal activities and modus operandi. This then is the objective of the “Top Ten” program: to alert the citizens in all parts of the country—in metropolitan centers, rural communities, mountain retreats, resort areas, and wherever people gather and live—to the “wanted fugitive.”

What has been the effect of the “Top Ten” technique? Since its inception in 1950, this program has accounted for no less than 92 fugitives being brought to justice. Of this number, the arrests of 37 can be directly attributed to observant and cooperative citizens who recognized pictures or descriptive data publicized through this series.

The basic factors in the success of the “Ten Most Wanted Fugitives” program have been the public-spirited help of the various news media in blanketing the country with material on the fugitives and the wholehearted cooperative response of citizens in furnishing valuable information to the FBI upon recognition of this data. Of the 37 captures resulting from citizen cooperation, 15 resulted from newspaper stories, 5 from magazine articles, 2 from radio broadcasts, 1 from a television broadcast, and 14 from wanted circulars and other material distributed in the program.

Probably the outstanding example of the nature of this publicity campaign against fugitives was the feature article on the “Top Ten” program published in the nationally distributed Saturday Evening Post issue available to the public on November 24, 1953. Within approximately 1 month, readers of the article furnished information which resulted in three of the publicized criminals being captured at Las Vegas, N. Mex.; Long Island, N. Y.; and Corpus Christi, Tex.

The quickest roundup of “Top Tennes” occurred in April of 1953 when four of the list members were apprehended in a period of 13 days. These individual and unrelated captures occurred in Dallas, Tex.; Los Angeles, Calif.; St. Louis, Mo.; and Louisville, Ky.

There can be no doubt that after an individual commits a criminal act he wants to get as much mileage as possible between himself and the scene of the crime. The 92 “Top Ten Fugitives” apprehended to date have been arrested an average of 894 miles from the point where the crime for which they were charged was committed. This is the approximate distance from Pittsburgh, Pa., to Kansas City, Mo., or from Salt Lake City, Utah,

to Portland, Oreg., distances which encompass approximately one-third of the breadth of the continental United States.

While publicity has been an effective weapon in locating "most wanted" fugitives, the time-honored identification by fingerprint comparison still plays an important role. The files of the Identification Division of the FBI contain more than 147 million fingerprint cards of which over 31,000,000 are in the Criminal Section. The Identification Orders (wanted posters) of badly wanted fugitives which are given nationwide distribution contain clear reproductions of the criminals' fingerprint impressions. These Identification Orders are customarily placed in the identification files of local, county, and State law enforcement agencies for ready reference purposes.

When "Top Ten" fugitive Lloyd Reed Russell was killed by members of the Spokane, Wash., Sheriff's Office in a gun battle on August 3, 1954, he was identified by means of a fingerprint examination made at the sheriff's office. Russell tried to shoot it out on a supermarket parking lot after police officers had learned that the store was about to be robbed. Russell was being sought by the FBI for unlawful flight to avoid confinement for the crime of assault.

Two "Top Ten" fugitives found that intemperance was the cause of their downfall. Otto Austin Loel and Peter Edward Kenzik were removed from the list shortly after having been arrested for drunkenness by local authorities in Sanford, Fla., and San Diego, Calif., respectively. Both men were positively identified as the widely sought fugitives after they were fingerprinted in connection with drunkenness.

These cases involving identification of "Top Ten" fugitives as a result of fingerprint comparisons are not all-inclusive but give ample testimony to the continuing effectiveness of this only positive means of personal identification.

Unlawful Flight

The majority of the individuals appearing on the list of the "Ten Most Wanted Fugitives" for the past 8 years have been wanted for some form of violation of the Fugitive Felon Act. It is through enforcement of this statute that the nationwide services of the FBI can be brought into action to locate a fugitive for local authorities. In most cases, the Federal process issued in accordance with this statute is dismissed when the fugitive

is located and turned over to State authorities for trial or reconfinement.

The history of the Fugitive Felon Act dates back to the gangster days of the 1930's. In 1934, a Federal statute was enacted which made it a Federal violation for a suspect against whom local process was outstanding to flee interstate to avoid prosecution when charged with murder, assault with a dangerous weapon, mayhem, burglary, rape, kidnaping, extortion accompanied by threat of violence, robbery, or an attempt to commit any of these crimes. In 1946 this statute was amended to include unlawful interstate flight on the part of a criminal who had escaped confinement after having been convicted of any of the previously stated crimes. In 1956 the crime of arson was added to this list. The assistance of the Federal Bureau of Investigation can be requested by local authorities when some evidence is established that the suspect has fled interstate to avoid prosecution for any of the aforementioned offenses.

This program has been used to advantage by local law enforcement. Numerous police agencies maintain bulletin boards showing the photographs and Identification Orders of the current "Top Ten" list. Other departments have employed bulletin boards, exhibits, and various kinds of displays at county fairs and other public affairs in an effort to solicit citizen assistance in locating these fugitives. For such displays, the FBI furnishes descriptive material free of charge.

In considering the publicity technique in catching fugitives, the opinions of the criminal members of the "Top Ten" list offer interesting data. Joseph Brletic, a fugitive for 4½ years who was caught the day after he was added to the list, remarked, "I figured my best bet would be to lose myself in a small town." He said he realized his plan was to no avail when he saw his picture and wanted notice in the newspapers.

John Raleigh Cooke, wanted for armed robbery, stated upon capture, "It is a relief to be caught. I knew it was coming, but I didn't know when." In style with the suave and easy-going manner of the skilled confidence man, Joseph Levy remarked when captured at the \$50 window at Churchill Downs Racetrack, Louisville, Ky., "When you dance, you have to pay the piper, and this is the end of the road for me."

Thomas Jackson Massingale, wanted for interstate transportation of an automobile stolen in connection with a jail break in which two guards

were assaulted, was caught as a result of publicity in a magazine. He complained bitterly about the "notoriety" given him in the news releases and asserted this was the cause of his arrest.

A clear illustration of the effect of the spotlight of publicity on fleeing criminals comes in the reaction of Meyer Dembin, who surrendered after more than 16 years of flight. With his health failing and his nerves shattered, he stated that "he was tired of running" and that the intense pub-

licity given to him had forced him to give up.

The members of the current "Ten Most Wanted Fugitives" roster include criminals wanted for murder, bank robbery, armed robbery, fraudulent check passing, and escape from prison. They are being afforded the same public attention given to their predecessors in this program. *Each of these fugitives should be considered armed and dangerous.* The photographs and brief descriptions of these fugitives accompany this article.



HENRY RANDOLPH MITCHELL

Bank Robbery

An indictment was returned by a Federal grand jury at Gainesville, Fla., on June 16, 1948, charging Henry Randolph Mitchell with robbery of a bank at Williston, Fla., on January 21, 1948.

Mitchell was born on September 27, 1895, at Lexington, Ky. He is described as: White, American, 5 feet 5 $\frac{1}{4}$ inches, weighing 155 pounds; having brown eyes, grayish-brown hair; build is short and stocky, complexion ruddy. His scars and marks include: 1-inch scar left inside wrist, small cut scar inside edge left eyebrow, mole on right cheek, and right little finger is crooked and stiff. Mitchell has worked as an auditor, clerk, machinist, and porter.

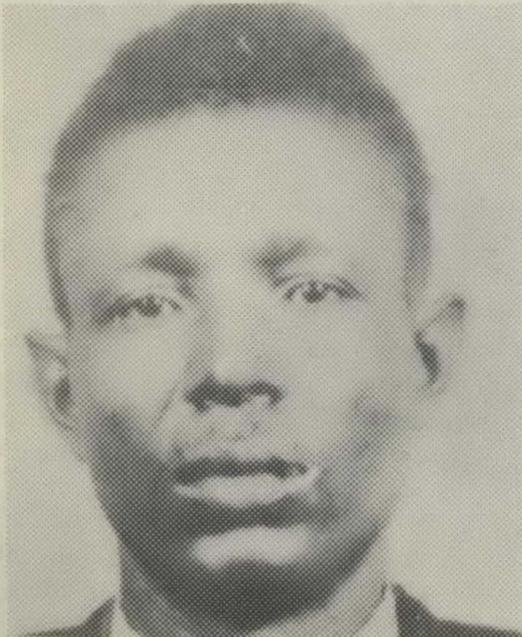


FLENOY PAYNE

Unlawful Flight to Avoid Prosecution (Murder)

A Federal complaint was filed at Clarksdale, Miss., on September 22, 1953, charging Flenoy Payne with unlawful flight to avoid prosecution for a murder committed near Scott, Miss., on August 2, 1953.

Reportedly born at Scott, Miss., on July 18, 1909, Payne is 5 feet, 11 inches tall, weighs from 139 to 160 pounds, has brown eyes, black kinky hair and brown complexion. He is described as: American; Negro; having a cut scar on right temple, cut scar on chin, spot and cut scar on left forearm, vaccination scar on left arm, cut scar on lower-right buttock, two spot scars on back of right hand, cut scar on back of head. He may wear a mustache and has a loud voice.

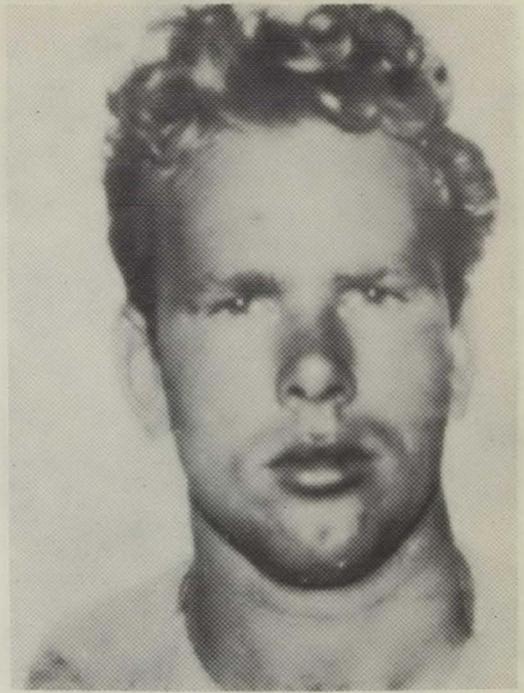


DANIEL WILLIAM O'CONNOR

Interstate Transportation of Stolen Property; Deserter

O'Connor deserted from the military service in 1946. Using different aliases, he engaged in a wave of bad check passing. An indictment was returned by a Federal grand jury at Butte, Mont., on November 9, 1954, charging O'Connor with violating the Interstate Transportation of Stolen Property Statute in connection with fraudulent checks.

Born at Detroit, Mich., on September 14, 1928, O'Connor is described as follows: 5 feet, 9 inches tall; weighing 200 pounds; blond hair, blue eyes, ruddy complexion, muscular build, with a dimple in his chin. O'Connor is also on the Canadian list of "most wanted" fugitives for having assaulted a Royal Canadian mounted policeman. He has been employed as a truck driver, lifeguard, wrestler, and swimming instructor.



GEORGE EDWARD COLE

Unlawful Flight to Avoid Prosecution (Murder)

A Federal complaint was filed at San Francisco, Calif., on January 9, 1957, charging George Edward Cole with unlawful interstate flight to avoid prosecution for the murder of a police officer at San Francisco on December 30, 1956.

Cole was born on March 24, 1927, at Philadelphia, Pa. A white American male, he is 6 feet 1 inch, 160 to 178 pounds, with medium build and medium complexion. He has brown eyes and brown hair, which is receding. He has been previously employed as a bus driver, truck driver, and typist. Cole wears a full upper denture and has the following marks and scars: pit scar on outside corner of right eye; a small cut scar on inside of left wrist; appendectomy scar; tattoo of a small heart and names "Mom" and "Dad" and letters "GP" or "SP" on left forearm; tattoo of 8-point star on back of left hand.

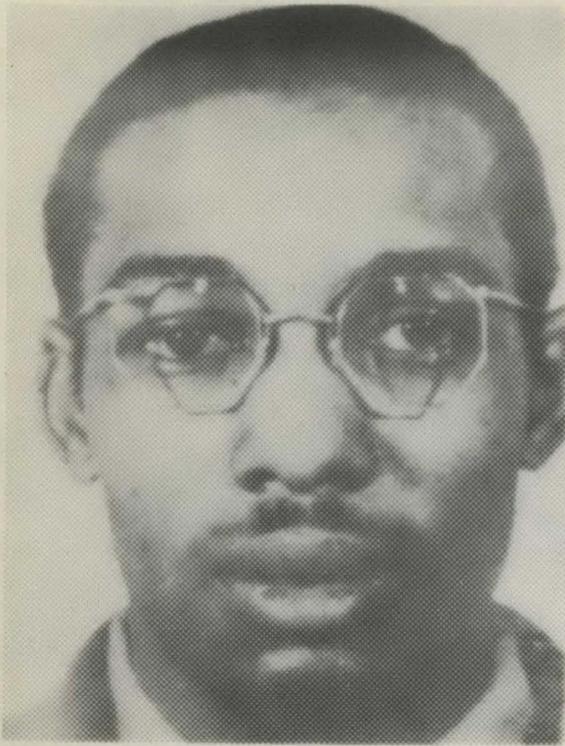


JAMES EDDIE DIGGS

Unlawful Flight to Avoid Prosecution (Murder)

A Federal warrant for James Eddie Diggs' arrest was issued on June 2, 1949, at Portsmouth, Va., charging him with interstate flight to avoid prosecution after murder of his wife and two sons.

Diggs was born on May 29, 1913, at Morven, N. C. He is described as follows: American; Negro; height 6 feet; 160 to 165 pounds; build, slender; hair is black and is combed straight back close to head. He has been known to wear a mustache; there is a space between his upper front teeth and one upper right front tooth is gold. Diggs' complexion is normally dark brown but he may be using a skin bleach to make his complexion much lighter in color. Reportedly, he has poor eyesight. Diggs is known to be a hunting enthusiast and is said to be an excellent rifle and revolver marksman. He has been employed as a porter, truck driver, plumber's helper, and mechanic.



DAVID DANIEL KEEGAN

Unlawful Flight to Avoid Prosecution (Murder) Interstate Transportation of Stolen Property

A complaint was filed before a U. S. Commissioner at Sioux City, Iowa, on February 24, 1954, charging David Daniel Keegan with interstate transportation of stolen property and a subsequent complaint was filed on March 8, 1954, at Des Moines, Iowa, charging him with unlawful flight to avoid prosecution for the murder of an Iowa farmer.

Born at Kingsley, Iowa, on September 28, 1918, Keegan has worked as a tavern operator, taxi driver, farmer, clerk, and salesman. He has continuous dental trouble, suffers from a severe throat ailment, and uses intoxicants to excess. He is of medium build, stands 5 feet, 11 inches, weighs 159 pounds. Features include black wavy hair, bulging blue eyes, and noticeably slender legs. Keegan reportedly rolls his eyes while talking. He enjoys gambling, hunting, and sports clothes.



EUGENE FRANCIS NEWMAN

Unlawful Flight to Avoid Prosecution (Robbery)

A complaint was filed against Eugene Francis Newman before a United States Commissioner at Buffalo, N. Y., on August 5, 1955, charging him with unlawful flight to avoid prosecution for the attempted robbery by three men of an armored truck containing both American and Canadian currency at Buffalo, N. Y., on August 3, 1955.

Newman was reportedly born on October 3, 1925, at Brooklyn, N. Y. He is described as follows: 5 feet, 8 inches tall; weighing 170 to 180 pounds; build medium; hair blond; eyes blue; complexion medium; race white; nationality American. He has a 1-inch scar outside right eye, 2 small scars back of right hand, small scar center of left cheek, birthmark on upper part of left arm, mole on left index finger. He has tattoos: "Danny" and heart outside of right forearm, number "13" within dotted circle on back of left hand at base of thumb. He has been in possession of a machinegun and has worked as a bricklayer, clerk, construction worker, counterman, and laborer.



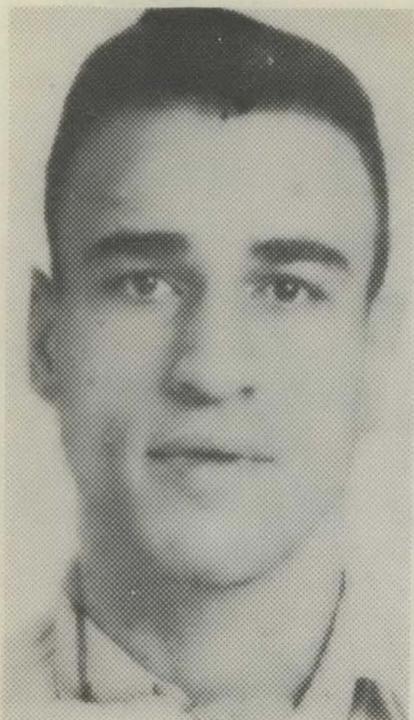
BEN GOLDEN McCOLLUM

Unlawful Flight to Avoid Confinement (Murder)

Serving a sentence of life imprisonment for the murder of two fellow inmates, McCollum escaped from the Oklahoma State Penitentiary on May 1, 1954. A complaint was filed before a U. S. Commissioner at McAlester, Okla., on February 6, 1956, charging McCollum with unlawful interstate flight to avoid confinement for murder.

Born at Marcum, Ky., on December 23, 1908, McCollum is described as follows: 5 feet, 11 inches to 6 feet tall, weighing between 154 and 180 pounds, build medium, hair brown-graying, eyes hazel, complexion dark. He is a white male of American nationality. His scars and marks include: deep cut scar from right nostril to center right cheek, scar below right elbow, blue tattoo 2½ inches below left shoulder. He reportedly drinks intoxicants to excess, will kill with slight provocation, has used a knife as a weapon.





FREDERICK J. TENUTO

Unlawful Flight to Avoid Confinement (Murder)

A complaint was filed before a U. S. Commissioner at Philadelphia, Pa., on February 17, 1950, charging Tenuto with unlawful flight to avoid confinement after conviction for the crime of murder.

Born on January 20, 1915, at Philadelphia, Pa., he is described as follows: 5 feet, 5 inches, 143 pounds, stocky build; hair black, eyes brown, complexion dark. Scars and marks include: tattoo on left forearm "S. J."; on right forearm tattoo "Ana," "Anna" or "Ama"; small brown mole on right cheek; 1½-inch scar over right eye; large burn scar reportedly on chest. He may be allergic to certain hairs and fibers and suffer from skin condition which may cause swelling around eyes. When not in prison, he has worked as a laborer, butcher's helper, candy store clerk; he has been employed as a locksmith in prison.



CARMINE DI BIASE

Unlawful Flight to Avoid Prosecution (Murder)

A complaint was filed before a U. S. Commissioner in the Southern District of New York, on March 2, 1954, charging Di Biase with unlawful flight to avoid prosecution for a murder committed on December 26, 1951, in New York City.

Di Biase was born on October 27, 1922, at New York City. He is 5 feet, 8 inches tall; weighs between 200 and 210 pounds; has stocky build, black wavy hair, brown eyes, medium complexion, and is a white American male. There are a ¼-inch indented circular scar on his left temple, a 1½-inch oblique cut scar left side of upper lip, a scar right side of groin, tattoo with inscription "Pinto" and "1941" or "1949" on right forearm near wrist. Di Biase has been employed as a factory hand, machinist, millwright, painter, plumber's helper, salesman, shipping clerk and tailor.



“MASTERS OF DECEIT”

On March 10, 1958, a new book authored by FBI Director J. Edgar Hoover and entitled *Masters of Deceit* will be released. This book sets out the story of communism in America from its beginning up to the present time.

Intimately familiar over the years with all the vicious and the more subtle facets of this deadly menace, Director Hoover presents a definitive, authoritative account of communism in America.

Masters of Deceit is divided into seven major parts, the headings of which are revealing and descriptive of the contents.

Part 1, *Who is Your Enemy?* serves to introduce the reader to the basic aims and ideals of international communism—the communist dream of a communist America, where the grandchildren of today's citizens would live their lives solely for the “dictatorship of the proletariat” and where the Constitution and all it stands for would cease to exist.

In Part 2, *How Communism Began*, there are five chapters. Three of these chapters are devoted to tracing the rise of communism abroad through the lives and contributions of Marx, Lenin, and Stalin, and two chapters describe the origin and growth of the Communist Party in America.

Part 3, *The Communist Appeal in the United States*, tells who the communists are, what they claim to represent (and what they really represent), why people join the party, and why they break away from the party.

The 4th part depicts *Life in the Party*, showing

how the party is organized, how the members live their daily lives (in both underground and above-ground party work), how they are disciplined, how the party seeks to create revolutionary “communist man.”

The next part, *The Communist Trojan Horse in Action*, portrays the strategy and tactics of the communists in their attempts to influence outsiders—the massive fabrication of lies and half-truths through which they seek to impose their immoral, materialistic philosophy on free peoples—their treacherous, insidious efforts to infiltrate the religious, political, social, and industrial life of the Nation.

Part 6 of *Masters of Deceit* is entitled “*The Communist Underground*.” It shows how the underground works, its goals of sabotage and espionage, and the fanatical dedication of its members to the ultimate Soviet aim of complete world domination.

Part 7, the conclusion, is a clear discussion of the antireligious nature of the communist conspiracy and its tactics in the war for men's souls. This part also outlines clearly what each individual citizen can do to combat the vicious evil of Marxist-Leninist communism which threatens the safety and security of the Nation.

There is also included in this book a valuable glossary of major communist terms, as well as a list of international communist organizations and publications and an index of persons and place names.

Masters of Deceit is being published by Henry Holt & Co., New York.

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TOXICOLOGY

Toxicological examinations are usually performed on the vital organs of a suspected poison victim. These organs are submitted by coroners and medical examiners when their findings lead them to believe that poison may have been the responsible agent or when the cause of death cannot be determined. Consisting of a series of chemical tests designed to isolate, identify and fix the quantity of any potentially poisonous material in the body tissues, the toxicology examination is an invaluable aid in arriving at the determination of the cause of death under such circumstances.

ELIMINATION PRINTS

Following the location of any latent prints at the scene of a crime, the prints of all persons whose presence at the place under inspection has been for legitimate purposes must be excluded from further attention. It is advisable, therefore, during the initial stages of an investigation where latent prints are found, to secure the inked prints of all members of the household, the employees, and any police or other officials who may have touched the object on which the latent impressions were found. Inked prints taken for this purpose are referred to as elimination prints.

UNITED STATES DEPARTMENT OF JUSTICE
FEDERAL BUREAU OF INVESTIGATION
WASHINGTON 25, D. C.

OFFICIAL BUSINESS

RETURN AFTER 5 DAYS

PENALTY FOR PRIVATE USE TO AVOID
PAYMENT OF POSTAGE, \$300
(GPO)

Interesting Pattern



In this interesting pattern the converging ridges at point A give the appearance of a whorl. Close inspection, however, reveals the lack of a recurve at this point, eliminating the possibility of a whorl. Thus, the pattern is classified as a loop with 13 ridge counts. The core is found at C and the Delta at D.