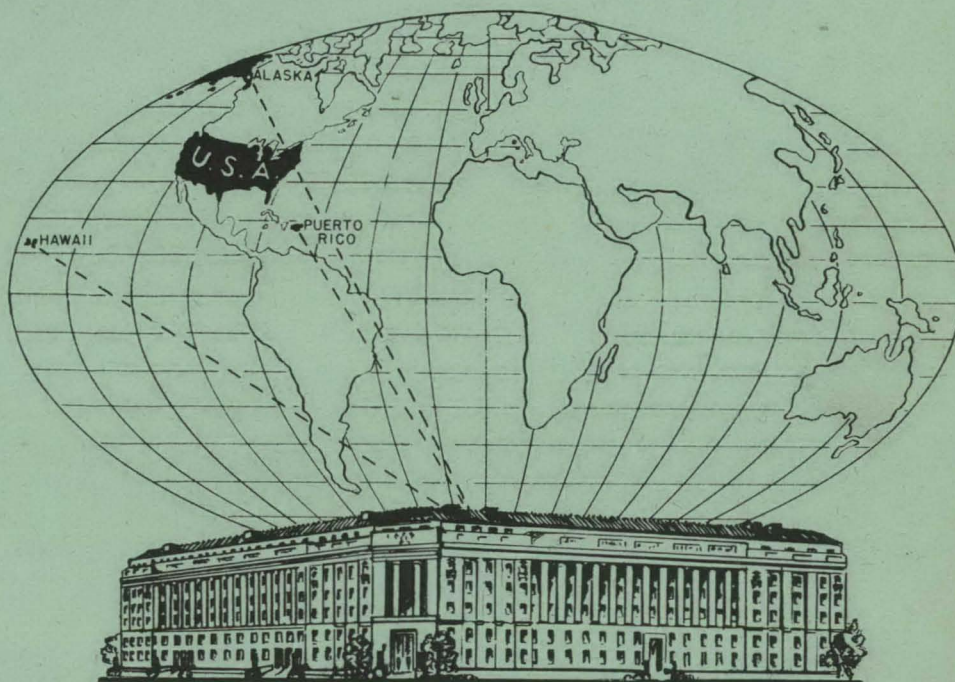


FBI LAW ENFORCEMENT BULLETIN

1947

October



HEADQUARTERS OF THE FBI,
DEPARTMENT OF JUSTICE BUILDING,
WASHINGTON, D.C.

Vol. 16

No. 10

FEDERAL BUREAU OF INVESTIGATION
UNITED STATES DEPARTMENT OF JUSTICE
J. Edgar Hoover, Director



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

October 1, 1947



TO ALL LAW ENFORCEMENT OFFICIALS:

Within the period of one year the case load of the FBI will have more than doubled. This is the result of provisions in the Atomic Energy Act of 1946, signed by the President on August 1, 1946.

These provisions place upon the FBI the responsibility of determining the character, associations and loyalty of individuals employed by the Atomic Energy Commission and of all other persons having access to restricted Atomic Energy data. In addition, the FBI investigates the penal provisions of the Atomic Energy Control Act.

Security for the bomb itself is the responsibility of the Commission.

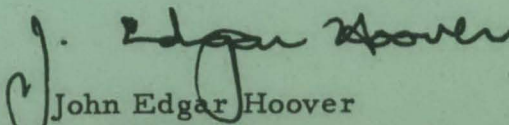
We estimate that it will be essential to conduct approximately 75,000 separate investigations under the Act. This will absorb the energies of Agents for a long period of time and will result in an untold number of days' work for clerks, stenographers and supervisory employees. This does not include the volume of work which, it is anticipated, will result from an agreement under which special name and fingerprint searches will be conducted for the Atomic Energy Commission through FBI files. It is estimated that approximately 40,000 such special requests will be taken care of each year.

This Atomic Energy Act assignment must be handled promptly, thoroughly and tactfully: promptly so that personnel urgently needed in the Atomic Energy Program may be hired; thoroughly in view of its vital importance to the national welfare; and tactfully to avoid embarrassing the thousands of loyal citizens who, of necessity, must be investigated in the course of the program.

This task is of the first magnitude. It is one of extreme urgency and it is taxing the physical resources of the FBI to the utmost.

The generously offered assistance and cooperation of fellow law enforcement agencies in this emergency are deeply appreciated. They are indicative of the ties of friendship and goodwill which bind entirely separate law enforcement groups into a tightly knit unit for the protection of the people of this Nation.

Very truly yours,


John Edgar Hoover
Director

HAVERFORD TOWNSHIP POLICE TRAINING



During the period of February 25 to May 27, 1947, an FBI Advanced Police Training School was held for the Haverford Township Police Department, Pennsylvania. Special emphasis was placed on preservation of the scene of the crime, proper collection and identification of evidence, and investigative techniques such as photography, charting, casting and testifying in court. The following scenes depict the training methods used in the school.



1. A call comes in to the Haverford Township Police Department that a young boy, "Billy Bumper," aged nine, has been struck by an automobile which failed to stop and render assistance.

2. The body of "Billy Bumper" at the scene of the accident. Skid marks, broken glass, blood, etc., are noted by the officers.

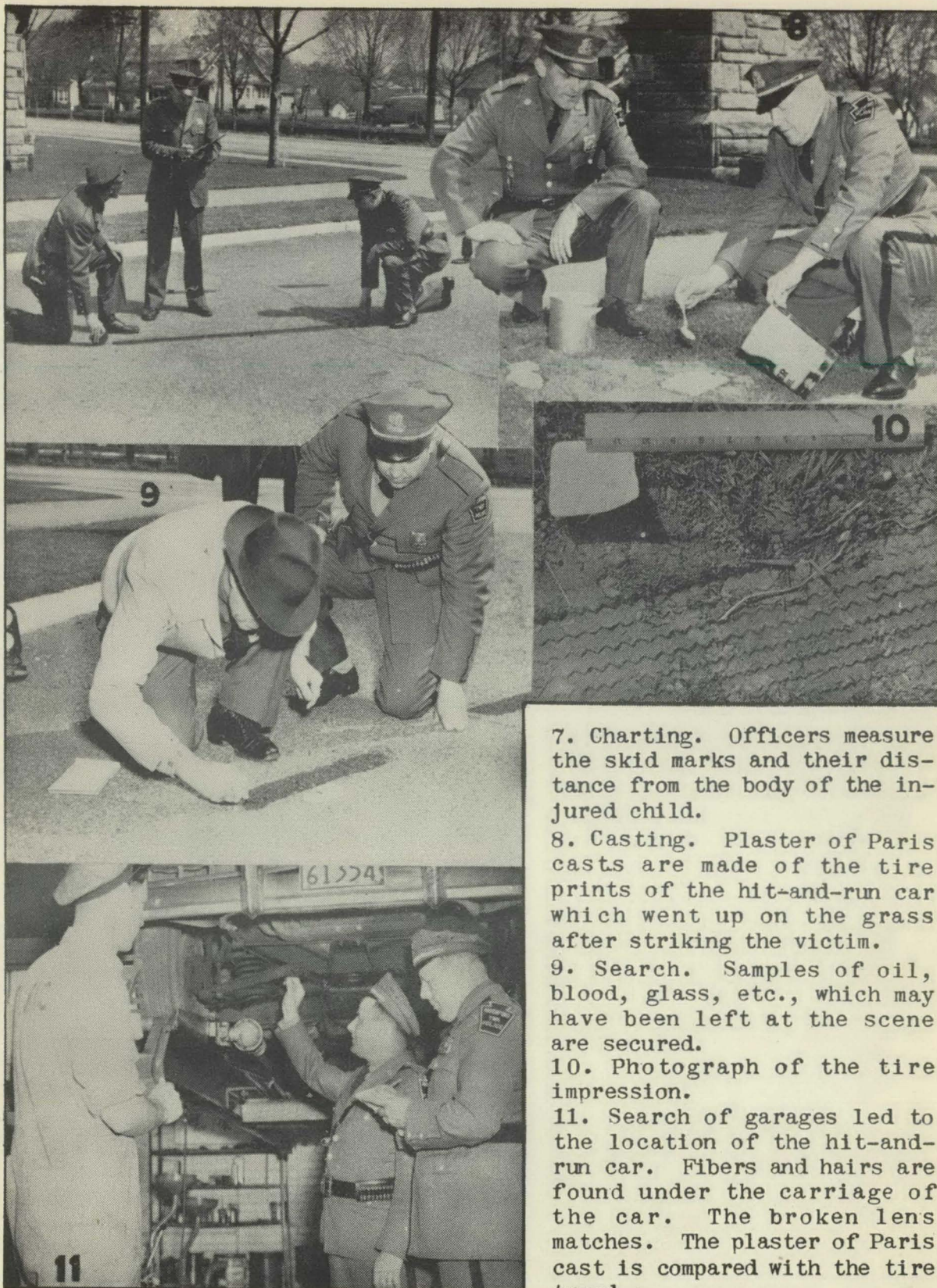


3. Safeguarding the scene of the crime. Officers immediately rope off the street and post guards to prevent passing traffic from disturbing evidence.

4. Photography, notetaking, casting, searching, guarding and examination of scene skills are being utilized in this picture.

5. First-aid. The victim is handled in a realistic manner.

6. Photography. Taking pictures of the accident scene. Other officers continue investigation about the body of the victim while awaiting the ambulance.



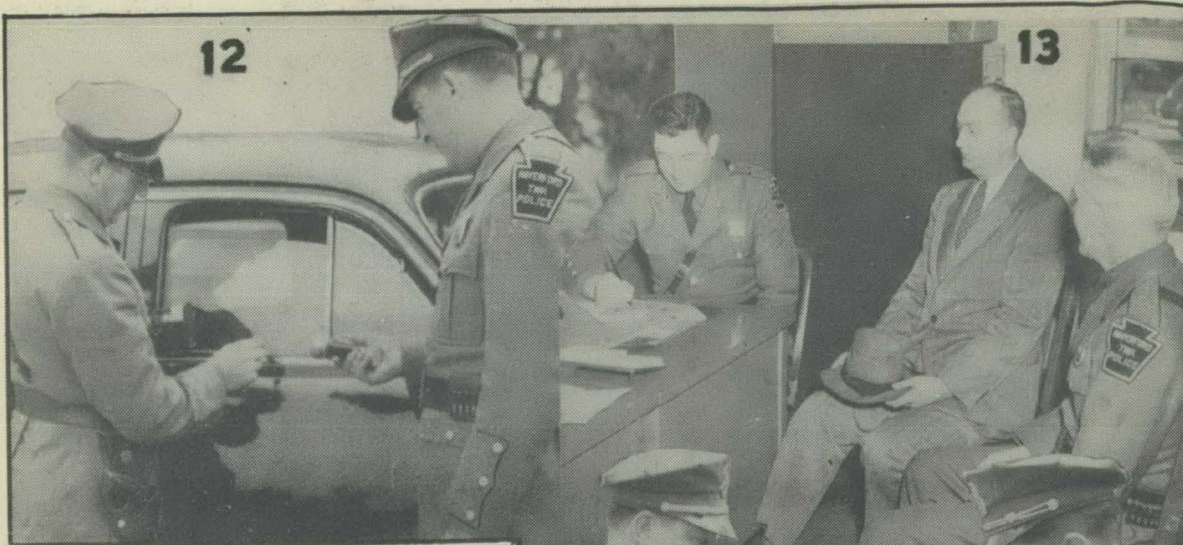
7. Charting. Officers measure the skid marks and their distance from the body of the injured child.

8. Casting. Plaster of Paris casts are made of the tire prints of the hit-and-run car which went up on the grass after striking the victim.

9. Search. Samples of oil, blood, glass, etc., which may have been left at the scene are secured.

10. Photograph of the tire impression.

11. Search of garages led to the location of the hit-and-run car. Fibers and hairs are found under the carriage of the car. The broken lens matches. The plaster of Paris cast is compared with the tire tread.

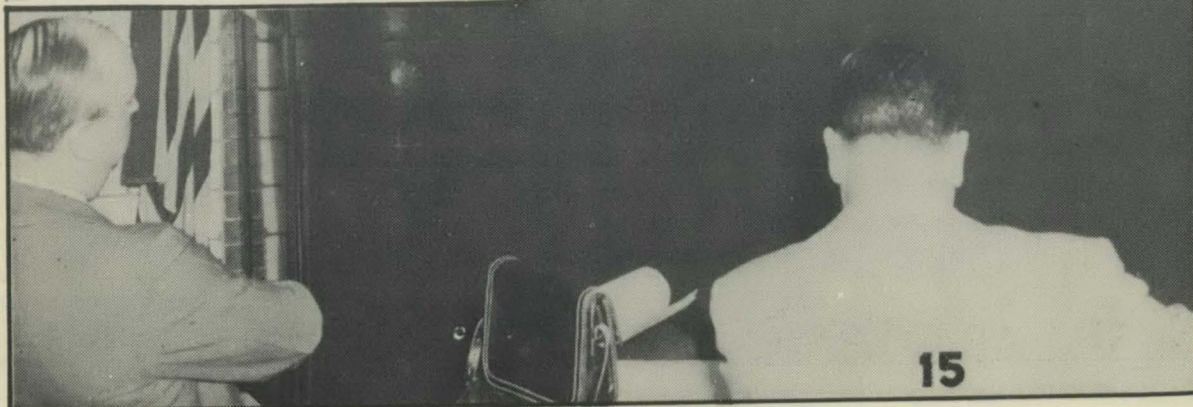


12. Examination of hit-and-run car for fingerprints.

13. Suspect "Samuel A. Wolfe" (Detective John Scanlin, N. A., Haverford Township Police Department) is questioned by police officers.

14. Fingerprints found on hit-and-run car are photographed.

15. The hearing. Officers introduce evidence found at the scene. Justice of the Peace Edwin Lynch is hearing evidence from Miss Geraldine Kelley, Philadelphia Policewoman who played the part of the woman in "Wolfe's" car. The suspect "Wolfe" is at lower left. James R. Caiola, well-known attorney who defended him, is seen in the right-hand corner.



Traffic



A POLICE OFFICER'S POINT OF VIEW (ON ENFORCEMENT)*

By

Raymond P. Gallagher**

Chief of Police, Springfield, Massachusetts

Enforcement is that phase of traffic control which is a fundamental responsibility of every police department, inasmuch as it concerns the protection of life and property. As a law enforcement officer, it is my feeling that the most practical way to define a police officer's point of view on enforcement in the field of highway safety is to relate my own experiences.

In March of 1945, the press, the public, and the police of the City of Springfield were appalled by a threefold increase in our fatality rate. Nine people were killed by traffic accidents for the first three months ending in March, and six of these people were killed in the month of March alone. Any such condition was intolerable. Careful analysis of causative factors and decisive remedial action were imperative immediately. As a law enforcement agency we had the inescapable obligation of alleviating this needless slaughter on the streets of our city. A thorough examination and study of detailed police records and surveys clearly demonstrated that speed too fast for prevailing conditions was the basic causal factor in all the traffic accidents over a specified period of time. I recognized that of the three component parts of any well-integrated traffic safety program, only one would be applicable immediately. Highway engineering and education are long-range programs, whose effectiveness will be recognized in future years, whereas rigid traffic control is immediately operative through enforcement.

Therefore, I decided in April of 1945, to invoke a rigid traffic safety control program. I resolved that this program would not peter out as a mere campaign, but that it would be an established policy of our department. Our policy has certain very basic concepts: Enforcement is on a strictly impartial basis, and this provides a definite incentive to our officers, inasmuch as when the officers realize that their complaints are not being "fixed" or thrown out unfairly, they are eager to cooperate. No special privileges are given to groups or individuals. Officers are not required to meet arrest quotas, nor do they receive any particular rewards or inducement to motivate them to concentrate on rigid traffic safety control. Officers are instructed not to become involved in an argument with any motorist, and not to draw the line too fine when apprehending speeders. All

*Address delivered before the Governor's Highway Safety Conference in Massachusetts.

**FBI National Academy graduate.

speedometers of both motorcycles and cruisers are checked for accuracy against a master speedometer at least once a month. Departmental records are maintained on a strictly factual basis, and a critical analysis is made of them once a month to evaluate the extent to which the program has failed or succeeded, and how it may be improved upon; also to identify and interpret current traffic problems, hazardous conditions and other pertinent information relative to rigid traffic safety control.

I readily admit that we learned by doing, despite the fact that our program was carefully planned before it was inaugurated. Mistakes were made, but our program was gradually readjusted by rectifying these mistakes as they were recognized. When the program was first conceived and put into operation, the tolerance allowed in speeding complaints was not adequate. However, within a short time this was corrected so that since August of 1945, no individual has been prosecuted who has been driving at a speed of less than 35 miles per hour in the thickly settled districts or less than 45 miles per hour in the sparsely settled districts of Springfield. When I made this statement to the newspapermen about a year ago, it was challenged. Without hesitation, I immediately allowed them to examine the records of 500 violations which were then and there picked at random from our files. Their examination of these records proved to them, without any doubt, that the tolerance which I claimed, had been allowed without exception. Contrary to predictions made by one of the leading newspaper editors that there would not be a dozen, if any, of the outstanding influential citizens who would be affected, approximately one hundred of the most prominent citizens in the community were prosecuted during the first month alone.

It was not until after this rigid traffic safety control program was in operation for about four or five months that severe public reaction occurred. I was personally attacked by businessmen, newspapers, pressure groups, office holders and a prominent clergyman. Residents of our neighboring state of Connecticut vigorously protested. Suburban residents clamored that they would not trade in Springfield, and this aroused the irate opposition of Springfield merchants. Bus drivers went on a slow-down strike for the sole purpose of impeding traffic and publicly demonstrating their resentment. Despite this barrage of public resistance, I have never modified this policy other than by the issuance of so-called "courtesy warning tickets." A yellow warning ticket was devised and is used for out-of-state motorists. These tickets are issued to out-of-state motorists for first speeding violations, excepting in cases of unreasonably extreme rates of speed. However, issuance of these courtesy warning tickets to out-of-state violators is not mandatory, but is solely dependent on the judgment and discretion of the police officers. All courtesy warning tickets are recorded, and only one such warning is permitted each violator.

The first outbursts of hostility, more particularly from the residents of Connecticut, were based on the fact that there were in the city no signs indicating what speed was permissible. Therefore, I had erected throughout the city 21 signs stating, "NOT OVER 25 MILES PER HOUR." This was done with the clear recognition that these signs had no legal standing. I made public statements to that effect. Officers were instructed not to predicate their complaints on these signs, but rather on Chapter 90, of the General Laws. The real purpose and effect of these signs has been to make the public speed and safety conscious. They have a definite psychological

effect upon motorists. The use of such signs has proved to be extremely effective in the City of Providence, R. I., with the result that Providence has consistently led the safety record for cities in its particular classification. In Springfield, this psychological effect of the signs is further intensified by large billboard signs. The officials of the Springfield Publishing Company conferred with me, and decided to assist by starting their own program of constructive highway safety education. They sponsored billboard signs placed at the most strategic spots throughout greater Springfield, compelling public attention by pithy slogans and meaningful pictures and cartoons.

The results of our rigid traffic safety control policy have far exceeded our expectations. For the first four months of this year alone, 156 more of our people walked the streets of Springfield uninjured in comparison to the same period in 1945. In 1944, there were 636 people injured in automobile accidents; in 1945 this figure was reduced to 367, and in 1946, despite a tremendous increase in the volume of motor vehicle traffic, the figure was reduced from 367 to 215. These figures mean but one thing, and that is that hundreds of people are now enjoying normal life and activity who otherwise would be seriously injured, permanently disabled, or dead.

Records show that during 1944, prior to initiating this program, 813 motorists were prosecuted for speeding. In 1945 this figure rose to 6900, of which 476 were turned over to the Registry of Motor Vehicles for action. In 1946, the aggregate total of speed violations was 9472, including 835 violations turned over to the Registry of Motor Vehicles for action, and 1968 courtesy warning tickets issued. For this current year up to May 1st, there has been a total of 2162 speeding violations noted. Of these 1399 were prosecuted in the District Court and 329 were turned over to the Registry of Motor Vehicles and 434 courtesy warning tickets were issued. Incidentally, in order not to confuse you with more figures, the remaining total for the years 1945 and 1946 were prosecuted in the District Court. Property damage accidents have dropped proportionately since the program was inaugurated, and this has resulted in the savings of thousands of dollars. Because of the results achieved, there can be no question as to the justification of our rigid traffic safety control policy. Therefore today, we have community acceptance of our program by the thinking people of our city. To illustrate this, let me give you but one example. Not long ago, one of our most prominent citizens called me at my home. He had long been one of the most caustic and severest critics of our program, and on this particular night he wanted to apologize and acknowledge that he had been wrong. He said that he had always made it a practice to come through one of the sparsely settled districts of Springfield at about 50 to 60 miles per hour. He was arrested and prosecuted on two occasions, and therefore substantially reduced his speed. This night he had just driven home through this particular section, and on the way a young bicyclist swerved in front of his car. Because he was traveling at a moderate rate of speed he avoided striking the bicyclist. He further assured me that if it had not been for this safety program, and had he been traveling at what had previously been his normal rate of speed, he would have killed the boy. He felt that it was absolutely obligatory on his part to call me and to apologize for his criticisms, and to assure me of his appreciation.

The statistics which I have given you do not tell all the story.

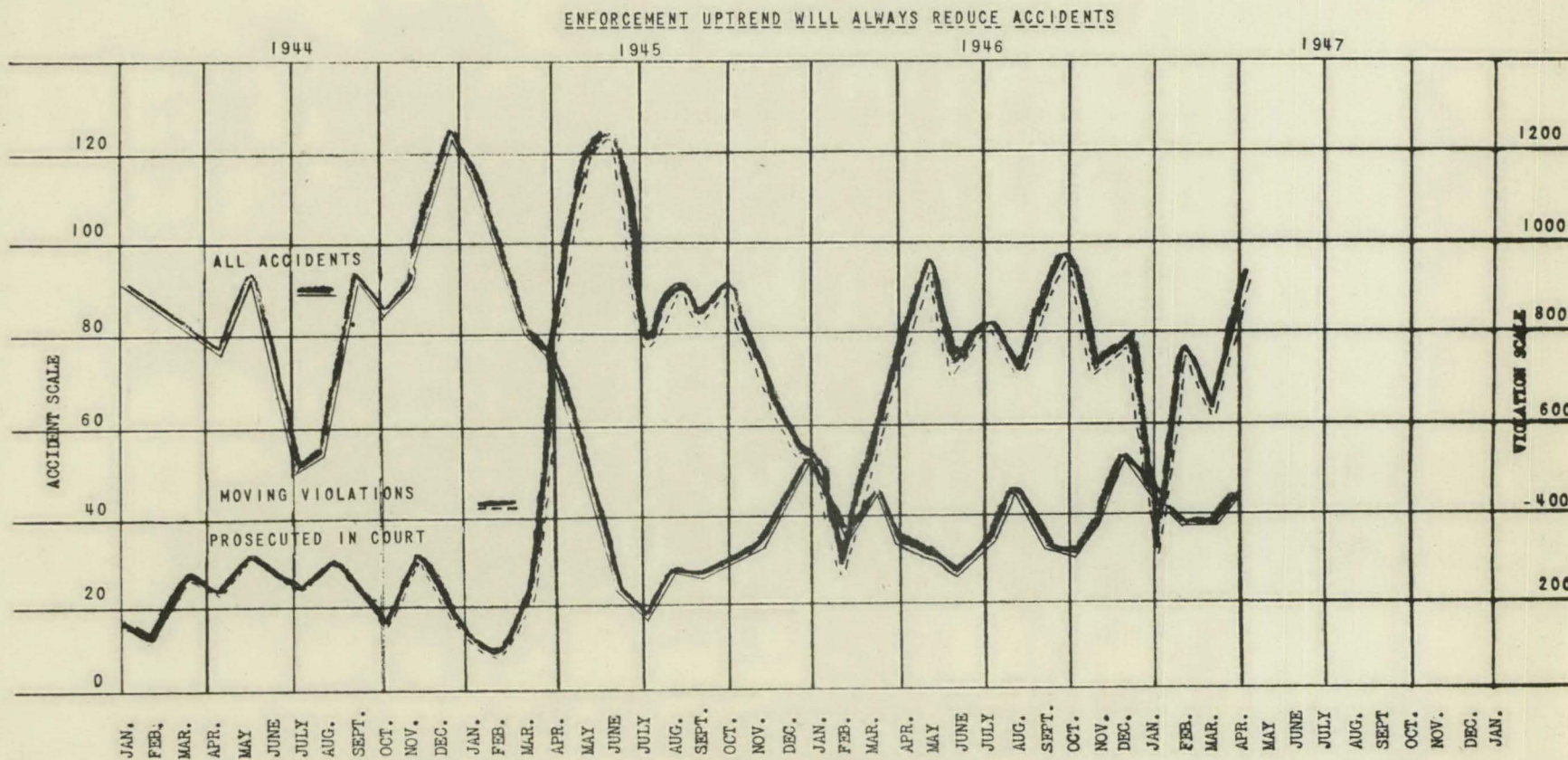


CHART SHOWING RESULTS OF RIGID TRAFFIC SAFETY CONTROL
POLICY IN SPRINGFIELD, MASSACHUSETTS

The accidents which are being experienced today in the city of Springfield result in but minor injuries in the majority of instances. Today it is unusual for the police emergency ambulance to bring to the hospital from the scenes of automobile accidents, any fractured skulls, or limbs, or bad lacerations. Almost without exception, fatalities that now occur, reflect pedestrian negligence as the contributing factor.

Further proof that we have been given community acceptance is the fact that the suburban communities, comprising greater Springfield, have invoked nearly the same type of rigid safety control program. Among these are the cities of Chicopee and Holyoke, and the towns of West Springfield and Longmeadow.

The National Safety Council official publication, "Public Safety," recorded Springfield as standing in 46th place at the end of March, 1945, of 48 cities of comparable size. Our rigid traffic safety control program started April 1, 1945, and by the end of 1945 the same publication recorded our standing as 25th place. At the end of 1946, Springfield had raised its position in national standing to 6th place. The April, 1947, issue placed us in 10th in the national standing.

I would like to stress the fact that no matter how efficient a Police Department may be, nor how much effort is expended in this type of program, it cannot be successful in the slightest degree without the unswerving support of the District Court. That support the Springfield Police Department has received from the presiding justice of the District Court of Springfield, the Honorable William J. Granfield.

The Registrar of Motor Vehicles, Rudolph King, has also rendered invaluable assistance and cooperation to the Springfield Police Department in our traffic safety program. The National Safety Council, the Massachusetts Safety Council, and the Hampden County Safety Council have contributed unstintingly of their services. Local radio stations WMAS, and WSPR have placed their facilities at our disposal in furthering our program.

Nothing has given me any greater personal satisfaction since I have been Chief of the Springfield Police Department than to realize what a rigid traffic safety control policy has meant in saving of lives, and in the saving of hundreds of people from total personal disability, or personal injury. Sound judgment, common sense, devotion to duty, and recognition of police responsibilities have helped to solve to a large extent, the perplexing problem of traffic safety in Springfield. What has been accomplished in Springfield can be done in any community.

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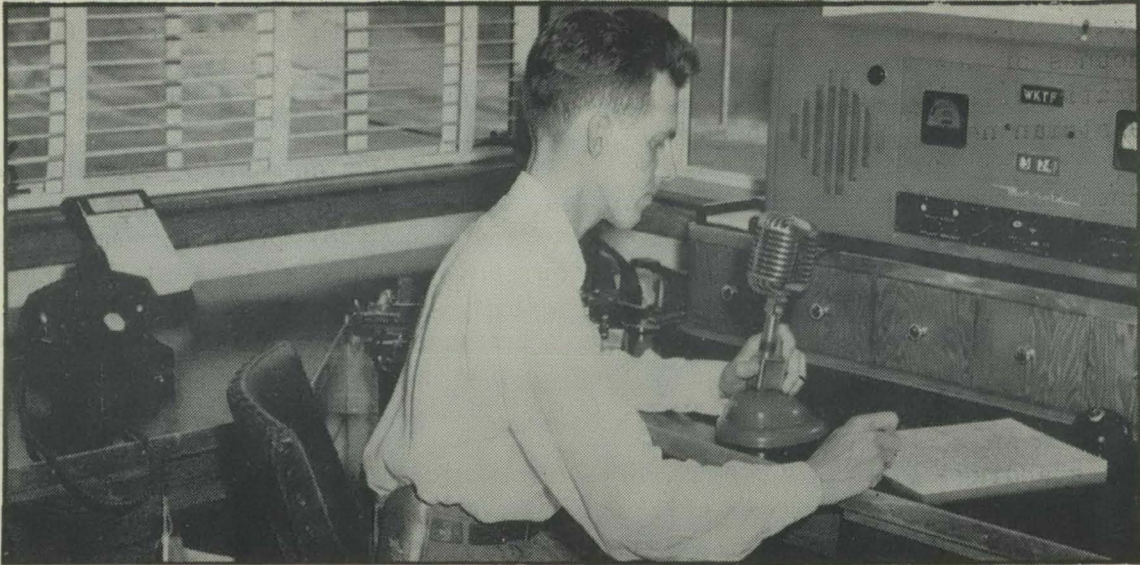
STATISTICS



During the fiscal year ending June 30, 1947, there were 7,192 Federal fugitives located and 12,324 automobiles recovered in cases coming within the jurisdiction of the FBI.

Under the National Motor Vehicle Theft Act there were 4,668 convictions during 1947 while in 1946 there were only 3,614.

FLORIDA HIGHWAY ACTIVITIES



The radio network of the Florida Department of Public Safety blankets the highways of the State in night and day coverage to add to the safety of the motorist and give aid in emergencies.

Seventeen stations play a major role in communication when wrecks occur, coordinate activities when a patrolman needs additional assistance, and relay messages during the hurricane season.

Federal and local agencies, as well as state, benefit from a system which links the law into a close unit for state-wide protection.



The cream and black color scheme of the Florida Highway Patrol sedans, and the trim uniforms of the men who cruise the state's highways in them, received the acclaim of safety experts from 28 states at a recent national safety conference in Washington, D. C.

Police

Personalities



PENNY DAY IN GLEN OLDEN

One of the best public relations men in law enforcement is Chief John MacVeigh of the Glen Olden, Delaware County, Pennsylvania, Police Department.



THE CHIEF CHECKS THE RECORDS

Although he is known for miles around as Chief MacVeigh, a stern enforcer of criminal and traffic laws, to the hundreds of smiling, happy-go-lucky children who attend the elementary schools throughout Glen Olden he is known affectionately as "Johnny."

Each year the children look forward to what has become known as "The Parade of Pennies," which was started by Chief MacVeigh approximately thirteen years ago. On "Promotion Day," at the end of the school term, "The Parade of Pennies" starts. Every youngster, from the first to the eighth

grade, who can show by his or her report card that he has passed the final examinations and is due for promotion, receives from the smiling, genial Chief a copper penny.

This "Parade" has become quite a ceremony. As the noonday bell signals the end of school, the main traffic light in town goes red, bringing traffic to a standstill, and from all directions come groups of running, laughing children, waving their report cards in the air and forming in line to receive their "promotion token."



This custom started as things usually start, with the designs of a woman - in this case a six-year-old, flaxen, curly-haired little first-grader. As Chief MacVeigh tells it, practically everyone was in school when along came "Little Miss Trouble."

"I told her, 'Hurry up, or you'll be late,' and she replied, 'I don't have to hurry. It's the last day, and they won't mark me late.' I warned her, 'If you're late, you won't get promot-

"HERE'S THE PROOF, JOHNNY."

ed.' 'I'll be promoted,' she boasted. 'Is that so?' I again warned, shaking a stick that I happened to have in my hand. 'If you don't get promoted, this is what you'll get,' and that was my downfall. Quick as a flash she asked, 'And what do I get if I am promoted?' And I never should have promised it when I said, 'I'll give you a bright, shiny penny.'

"I had forgotten all about this rash promise when school let out. Down came 'Little Miss Trouble' waving her report card. 'Where's the penny, Johnny? I got promoted.' As I fished in my pocket to give her a penny, I was surrounded by, it seemed, thousands of kids who caught on fast. 'I got promoted, Johnny, where's my penny?'

"I think I went through four hundred pennies that day, and each year it keeps growing. I wouldn't be surprised if an investigation showed repeaters, but they like it and so do I. Here, look what they sent me on Valentine's Day," and reaching into his desk Chief MacVeigh proudly brought out hundreds of small, dirty, scribbled Valentines, none of them addressed to Chief MacVeigh or to the Chief of Police, but all of them inscribed to "Johnny."

More than likely, throughout the country, many Police Chiefs have letters of commendation and praise for this or that important achievement which they prize highly, but there is no doubt that they bring no more satisfaction to the owner than do Chief John MacVeigh's soiled Valentines of "i luv yew, Johnny."

Crime



Prevention

PREVENTION OF JUVENILE DELINQUENCY THROUGH THE ESTABLISHMENT OF JUNIOR POLICE ORGANIZATIONS

By

A. J. Schamerhorn, Chief of Police, Freeport, Texas

I have read with interest many copies of the FBI Law Enforcement Bulletin wherein Law Enforcement officers throughout the United States have called attention to the good derived from establishing organizations of interest to young people and thereby cutting down the possibility of their becoming delinquents. I feel the establishment of Junior Police Groups is one tangible means at the ready disposal of police agencies capable of meeting a problem now of serious proportions throughout the United States. For what value it may be, I am setting forth hereafter my own personal experience in organizing such a Junior Police Group and the value that has been derived therefrom.

Freeport, Texas, is a community of some 9,000 to 10,000 population and is the situs of the Texas Division of the Dow Chemical Company. A good many transients find employment at the Dow Plant and when I was appointed Chief of Police at Freeport, Texas, on November 16, 1945, I was advised by many people that Freeport had the "roughest bunch of youngsters" they had ever seen. Since this statement was made not by one but many people, I realized that the young boys and girls in Freeport would constitute one of my biggest problems in assuming my new position.

The matter of forming a boys' group or a Junior Police unit came about largely by accident. One day an elderly woman in Freeport was hit by a bicycle when a boy, with his three companions, was riding down one of the sidewalks in Freeport. The woman was not seriously injured, but on going to the scene I talked to one of the boys and soon realized their interest in bicycling and that the matter of their riding on the sidewalk was not done maliciously but was due to their being unfamiliar with ordinances prohibiting it locally. At the time, I discussed with the boys the idea of forming a bicycle club so that they might become better acquainted with instructions as to the use of bicycles in the city. They thought the idea a good one, and our first meeting was held on the evening of April 10, 1946. There were seven boys present and all of them were enthusiastic over having such a group. It was agreed they would be known as the Junior Police, with the idea we would thereafter hold meetings each Monday night. A short while thereafter, the meetings were



CHIEF
SCHAMERHORN

changed to every two weeks.

When this idea was first formed and in our initial meetings, the age group for membership was from ten through eighteen years. It soon was evident, however, that most of the youngsters who were known to be involved in lawlessness were younger and it was decided to lower the age group to six years.

At the present time there are 173 boys who are members of the Junior Police and they are broken down into the following age groups:

Group No. 1 - From six to nine years

Group No. 2 - From ten to twelve years

Group No. 3 - From twelve through fifteen

Group No. 4 - Fifteen through seventeen years

When the Junior Police was initially organized, it was deemed advisable for the sake of administration that each group be headed by a Captain, a Lieutenant, and a Sergeant. Of course, the problem evidenced itself as to how to best select these administering heads. There was, accordingly, developed a point or merit system. The following is a breakdown of those things which might merit recognition or serve as demerits for certain matters of personal conduct:

POINT OR MERIT SYSTEM

One point per dollar of value for reporting stolen articles to some authorized person, as any police officer, school teacher, or superintendent, receiving a signed receipt stating nature of report. This will be strictly confidential, as

Reporting stolen bicycle or misdemeanors of Theft...to...	150	Points
Reporting a felony.....	200	"
If arrest is made for report of felony.....	500	"
For attending Sunday School.....	20	"
For attending Church.....	50	"
Perfect school attendance for one week.....	50	"
Playing hooky.....	500	Penalty
Reporting a person for playing hooky from school.....	200	Points
For obtaining a job in any business house for purpose of floor walker to prevent theft from same, will earn, besides wages paid.....	100	Points
Extra duties performed at home and obedience at same by written statement from parent may receive.....	10	Points

This point or merit system received enthusiastic attention by all the Junior Police and it was really humorous, in a way, to note their conscientiousness in attending Sunday School, Church, as well as their regular public school. As noted, one of the items for which credit could be given was the matter of working in a store and reporting any thefts from business institutions. Many business men in Freeport, being mindful of this phase of the Junior Police, heartily endorsed the idea and gave after school employment to many of the youngsters. Some of the smaller children were very conscientious in bringing to my attention statements on the part of their parents as to certain good deeds they had performed. Of course, these were all evaluated and after due time those members who had accumulated the greatest number of points were selected to constitute the Captains, Lieutenants and Sergeants. After this was accomplished, the point or merit system was removed from the program.



CHIEF SCHAMERHORN AND A PART OF THE 173
MEMBERS OF THE JUNIOR POLICE GROUP

At the present time, each of the four units is controlled or immediately supervised by the Captains and the other ranking officers. In each group the older boys, of course, work with the younger members.

I would like to mention that due to the initial success of the Junior Police and the fact that it grew so quickly and constituted such a management problem for the Police Department, the Junior Chamber of Commerce in Freeport voluntarily took over the responsibility of managing the whole organization. I still make it a point of meeting with the Junior Police once each month, and through this means I am able to continue my close contact with all of the members.

As the organization is now set up, five phases of individual interest for the members have been created:

1. Deals with bicycling
2. Stamp Collecting
3. Airplane Model work
4. Assisting in various community drives such as the Community Chest, the Red Cross, etc. within the City of Freeport.
5. This item, now in its formative stage, deals with the establishment of a baseball club.

Each age group has a division within each of these five hobbies or individual fields of endeavor.

Appreciating that all young people are attracted to wholesome play, considerable attention is given by the Junior Chamber of Commerce in sponsoring social events. It has been their practice to hold annual barbecues, which are sponsored and promoted by the various merchants in Freeport, Texas.

After a boy has made application for membership in the Junior Police, he is given an oath of office which is the following:

"PLEDGE FOR MEMBERS

JUNIOR POLICE OF FREEPORT, TEXAS"

"On My Honor:

1. I will always and ever, honor, respect and obey my parents.
2. I will always be faithful to my religious duties.
3. I will always respect the laws of the Town, State and Nation.

4. I will always conduct myself in a manner that will reflect credit on me and the Junior Police Group of which I am a member.
5. I will always be ready to assist those in trouble who deserve help.
6. I will always, by proper conduct and example, try to lead all boys to do right.
7. I will always be faithful to and attend all meetings of the Junior Police if within my power to do so.
8. I will always be regular in my attendance at school and will strive always to do the best I can to obtain a proper education.
9. I will always be respectful of the rights and properties of others.
10. I will uphold and defend the Constitution of the United States and so conduct my life as to receive for myself and bequeath to others the blessings conferred upon us by its first ten amendments, commonly known as the Bill of Rights.
11. I further pledge myself not to aid any criminals by keeping from the law enforcement officers of my county any evidence that I might have against any person charged with a crime and who might be under investigation.
12. I will always be fair to the accused and will not through malice or ill will give any false testimony against any person accused of a crime."

It is noted that the above pledge is used by other Junior Police organizations (See FBI Law Enforcement Bulletin, Vol. 16, No. 3, March, 1947). Following the members making this pledge, they are given a card of membership, of which the following is a sample:

"TOWN OF FREEPORT, STATE OF TEXAS

To the Honorable Board of Town Commissioners of the
Town of Freeport, Brazoria County, State of Texas:

I, A. J. SCHAMERHORN, Chief of Police, do hereby appoint

a Junior Police in and for said Town of Freeport, to do and perform any and all lawful acts pertaining to the office of Junior Police.

Given under my hand this _____ day of _____ 194_____.

Chief of Police
City Police 30

Res. Phone 1698-J"

Since the establishment of the Junior Police, I have encountered very little if any trouble among the younger inhabitants of Freeport. I attribute the lack of juvenile delinquency to the Police Corps because a close, friendly relationship now exists between all members of the Freeport Police Department and the young people of the community. I feel they have a

(Continued on Page 18)

Scientific



Aids

BARBITURATE POISONING IN SUSPICIOUS DEATHS

In recent years there has been a marked increase in the number of accidental and suicidal deaths caused by people taking overdoses of "sleeping pills." Most of these so-called sleeping compounds belong to a class of materials known as barbiturates. If these materials are taken in excess, they may produce death.

In order to prove that an individual actually died from taking an overdose of some barbiturate, it is usually necessary to conduct a toxicological examination to find and identify the poison which is suspected of being present in the body. Because the barbiturates are relatively toxic, only a small amount of the substance may have been absorbed into the body. Consequently the toxicologists must have the proper body fluids and organs to make a complete analysis in order to furnish the maximum assistance to the investigating officers.

The FBI Laboratory has found that evidence in suspected poisoning cases frequently is submitted in such a way that the greatest amount of information cannot be obtained from the material. To assist investigators in this respect, there are set forth below several suggestions for obtaining, identifying, preserving, and transmitting samples for toxicological examination.

1. The following samples should be submitted for analysis in suspected barbiturate poisonings:

- A. All urine present in the body at the time of post-mortem examination
- B. Stomach and contents
- C. Blood - one pint
- D. Kidneys
- E. One-half liver
- F. Heart
- G. One-half brain

2. The doctor performing the autopsy should place the organs and body fluids in clean glass jars, preferably in the presence of the investigating officer.

3. Each organ and fluid should be placed in a separate glass jar and identified by name of victim, date of autopsy and name of doctor performing autopsy, and should be witnessed by the investigating officer.

4. No preservatives including embalming fluids should be added directly to the organs or body fluids. If it is at all possible, the organs and fluids should be obtained before the body is embalmed.

5. All information developed during the autopsy including a carbon copy of the autopsy report should be forwarded to the Laboratory.

6. Any information developed in the investigation which would tend to indicate the type of poisoning, such as symptoms exhibited by the victim prior to death, treatment and first-aid given including any drugs administered to counteract the poison, should be forwarded to the Laboratory.

7. Any available drugs, medicines, or suspicious materials should be forwarded with the body organs. If medicines are suspected, which have been obtained on prescription, it is desirable to ascertain the drugs supposed to be present and to send this information together with the actual medicines for laboratory examination.

8. If possible, pieces of dry ice should be packed around the container in order to keep the specimens cool in transit. The jars should be carefully packed with insulating material and the box forwarded to the Director, Federal Bureau of Investigation, Washington, D. C., for the attention of the FBI Laboratory.

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(Continued from Page 16)

better appreciation and understanding of law enforcement than they would otherwise have. It also inures to the best interests of the Police Department through a better understanding and appreciation on the part of the adults who are, of course, fathers and mothers of the Junior Police members. While the organization of such a corps necessitates a good deal of time and attention, I feel it is a responsibility of any police agency of fostering a spirit of friendliness, help and assistance to the young people. As demonstrated in my case, it is a matter in which the help of any civic organization can be solicited and secured. While there are many remedial measures that may be taken to curb juvenile delinquency, I feel from my own experience in Freeport, Texas, that the establishment and maintenance of a Junior Police Group is one that can be advantageously used by all local police agencies.

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DISTRIBUTION OF "CLASSIFICATION OF FINGERPRINTS"

Effective immediately it will no longer be possible for the Federal Bureau of Investigation to supply the above booklet in quantity to law enforcement officers. Upon request to the FBI, one copy of "Classification of Fingerprints" will be forwarded to the interested agency.

However, additional booklets may be secured from the Government Printing Office in Washington, D. C., at forty cents per copy.

Requests for this booklet (which is restricted in distribution to those regularly employed in municipal, county or state police work and those officers of the Federal Government engaged in law enforcement) should be addressed to: Superintendent of Documents, United States Government Printing Office, Washington, D. C. Checks or money orders should be drawn payable to the Superintendent of Documents.



Identification

WASHINGTON AUTHORITIES SEEK TO IDENTIFY UNKNOWN DEAD

The body of an unidentified man was found in an alley in Seattle, Washington, on January 24, 1947. What appeared to be a self-inflicted gunshot wound appeared on the right temple. Beside the body lay a .45 caliber, blue steel, Colt Frontier model weapon, serial no. 282472. The gun was in excellent condition. A russet leather open-topped holster, made by Hiser



UNKNOWN DEAD FOUND IN SEATTLE ALLEY

in Denver, Colorado, was found on the person of the deceased who was clad in an overcoat and a size 42, blue serge suit, both of which bore a label, "Style Bilt Clothes - Successors to the Hilton Co. Brand, Chicago, Ill." Inside the trousers pocket was a piece of folded paper securely stapled which bore the inked numbers "3 P, 538, 395," undoubtedly a cleaner's mark. The deceased had worn a new white shirt made by Marlboro, size 15½, with 33 inch sleeve, and a light-colored Stetson hat, size 7¼. A long surgical scar was noted on the right thigh above the knee. This, together with the fact that the dead man wore "Ostee-Path-ik Foot Fitte" shoes, may indicate



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This pattern is not questionable; however, the problem encountered is the location of the core. To get an accurate ridge count of a loop, it is necessary that the correct core be located. The core cannot be located on, or within, looping ridge "B" because it is spoiled by appendage "A" striking at right angles. The upper end of appendage "A" would be the core, as it is the only rod within the innermost sufficient recurve.



INTERESTING PATTERN

This pattern is classified as a loop with seven ridge counts.

FBI
LAW ENFORCEMENT
BULLETIN

VOL. 16

OCTOBER 1947

NO. 10

PUBLISHED BY THE
FEDERAL BUREAU OF INVESTIGATION
UNITED STATES DEPARTMENT OF JUSTICE
WASHINGTON, D. C.

T A B L E O F C O N T E N T S

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