

HOLD-UPS CUT DOWN BY BUTLER

Editor's Note—This is the fifteenth installment of General Butler's story of his work as head of Philadelphia police and his demand for the city's betterment. The series will appear daily. The Times owns exclusive rights to the articles in this territory.

By Smedley D. Butler

One less hold-up a day!

That was the record of the police during 1924, as compared to 1923.

A hold-up is known in police circles as the "key" crime. Hold-up statistics are indicative of crime activity. Hold-ups include what are described as highway robberies and stick-ups in stores—always with guns in evidence.

Hold-ups are the most feared of crimes, by citizens, for the hold-up man carries a revolver.

In 1923, the year before I took office, there were 985 hold-ups in Philadelphia. In 1924 the number had been decreased to 635, a reduction of 350.

Robberies, the next most serious of crimes, were reduced by some 200.

Auto Thefts Drop

Automobile thefts decreased during that twelve-month period from 3,160 to 2,486—in other words, almost two less automobiles a day. At the same time, arrests of criminals increased. In 1923, with 985 hold-ups, police arrested 374 crooks in connection with those crimes. In 1924, with but 635 hold-ups, police arrested 492.

The number of murders in 1924

was about 25 per cent less than in the twelve preceding months. The vice activity of the year will indicate, in great measure, why and how crime was thus reduced.

Comparative statistics are the best guide.

In 1923 police raided 499 disorderly houses. In 1924 the records show 1,049 such places raided. Raids on speakies increased more than tenfold; from 220 in 1923, to 2,566 in 1924. Raids on gambling dens more than doubled.

Heavy Liquor Seizure

More than \$2,000,000 worth of liquor was seized by police, while stills, motor vehicles and other paraphernalia seized was valued at another \$500,000.

The arrests in 1924 totaled 129,403 as compared with 115,000 in 1923; an increase of about forty a day. Of the number arrested, more than half, or 53,743, were on charges of intoxication.

The other arrests are rather interesting and indicative of the life of a city. Arrests for violation of the State dry act numbered, 8,935; 2,463 as inmates of disorderly houses, 170 as proprietors; 3,305 as frequenters of gambling houses and 231 as proprietors of gambling houses; 509 as dope addicts and peddlers.

More than 7,000 motorists were arrested during the year on charges of speeding and reckless driving. Of this huge number only a few were even fined. As a result of automobile and street accidents, 5,277 motorists were arrested on charges of assault and battery by automobile.

Orders Carried Out

I consider that I had carried out the instructions given me by the mayor. Crime had been reduced materially during a year when crime in other great cities had increased. Vice had been bitterly fought and conditions improved. The change was readily apparent. In 1923 a stranger could walk into any one of a thousand or more speakies and

saloons in any section of the city to purchase a drink—and obtain one without difficulty. The same was true of disorderly houses and, to a lesser degree, of gambling houses.

Now, at the end of 1924, liquor still flowed, but a stranger could not purchase a drink. Such places as still operated did so in the utmost secrecy. No longer would anyone walking through the streets of the tenderloin be annoyed by women.

And the divorce of police from politics. Much had already been accomplished through suspensions, demotions and transfers and the main weapon, redistricting.

Considerable time was spent early in the administration in arranging to have stores sell more cheaply to members of the police force, and the Chamber of Commerce, it must be said to its credit, helped in the preparation of that plan, but when it was finally consummated the police did not take kindly to the idea.

We retired from service old, anti-

quated and non-effective police boats, saying the city \$100,000 annually and making the river work of the police much more effective.

We so organized the work that in cold and stormy weather the policemen were driven to their beats in patrol wagons, under the eyes of corporals and sergeants. This was to make things more comfortable for the men and, at the same time, to insure their actually reporting at their beats.

The ancient system of private citizens paying police for special services, such as the privilege of parking and for recovering stolen automobiles, etc., was abolished. Policemen were prohibited from annoying citizens and virtually black-jacking them into the purchase of tickets for police benefits.

All these improvements were accomplished in the face of the obstacles related and the constant hanging back of the mayor.



DR. W. B. CALDWELL
AT THE AGE OF 83

Old Folks Need a Mild Laxative —Not a "Physic"

Most men and women past fifty must give to the bowels some occasional help else they suffer from constipation. One might as well refuse to aid weak eyes with glasses as to neglect a gentle aid to weak bowels.

Is your present laxative, in whatever form, promoting natural bowel "regularity" or must you purge and "physic" every day or two to avoid sick headache, dizziness, biliousness, colds, or sour, gassy stomach? Dr. Caldwell's Syrup Pepsin helps to establish natural, regular bowel movement even for those chronically constipated. It never gripes, sickens

or upsets the system. Besides, it is absolutely harmless and pleasant to take.

Buy a large 60-cent bottle at any store that sells medicine and just see for yourself.

Dr. Caldwell's SYRUP PEPSIN

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Big Four Route

Change of Time
Effective Sunday, April 25, 1926

SOUTHWESTERN LIMITED—All Pullman
No. 12 No. 11
2:05 p. m. Leave Indianapolis (C. T.) Arrive 11:15 a. m.
9:00 p. m. Arrive Cleveland (E. T.) Leave 6:00 a. m.
10:10 a. m. Arrive New York (E. T.) Leave 4:45 p. m.
12:40 p. m. Arrive Boston (E. T.) Leave 2:00 p. m.

EQUIPMENT

Club car between Indianapolis and New York—Albany and Boston. Sleeping cars: Between Indianapolis and New York—sections and drawing rooms. Between Indianapolis and Boston—sections, compartments and drawing rooms.

Buffalo to Indianapolis (No. 11)—sections and drawing rooms. Observation car—Between Indianapolis and New York—compartments and drawing rooms. Bath, Valet, Barber, Maid, Stenographer, Stationery, Magazines, Stock Reports.

Train No. 18—KNICKERBOCKER SPECIAL for New York and Boston changed to No. 118. Leave Indianapolis 6:25 p. m.

Train No. 16—CINCINNATI LIMITED: daily, commencing April 29, will carry through sleeping car to St. Petersburg, Fla. via Cincinnati and L. & N. train No. 37. THE FLAMINGO.

Train No. 14—Daily. Leave Indianapolis 3:30 p. m. for Cincinnati.

For further particulars, inquire at City Ticket Office, 31 West Ohio Street; phone Main 5109, or Union Station, phone Main 4567.

J. N. LEMON, Division Passenger Agent.

BIG FOUR ROUTE

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Thus ended the first year of the war. (Tomorrow General Butler exposes the inner workings of the traffic courts whereby 7,900 arrests were made and only sixty fines imposed.) (Copyright, 1926, by the Bell Syndicate, Inc.)

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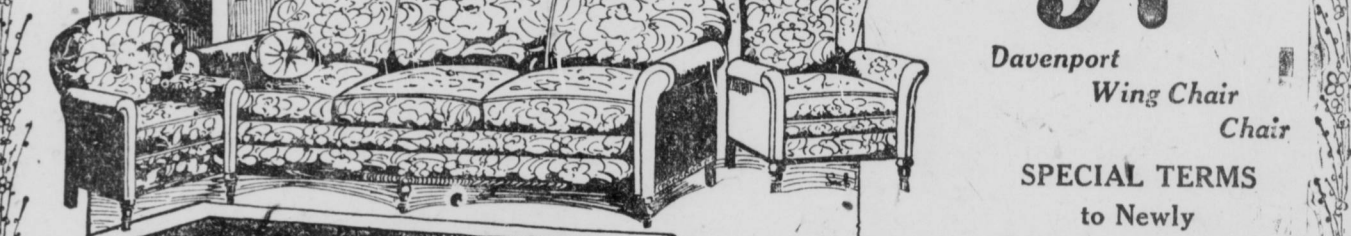
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