the car's radio. In contrast, many appliance repair companies now maintain continuous radio contact with their repairmen out in the field.

The car sent to an emergency is often other than the closest one because the dispatcher does not now know its correct position and availability, a capability that can be provided automatically.

In confronting a crime suspect or an unruly citizen, a policeman is forced to choose between a billy and a pistol—the same choice he was offered a century ago. Nonlethal weapons with a longer range than the billy but without a pistol's disabling characteristics are needed.

Although most of a patrolman's activities center about his vehicle, most police cars differ only slightly from the car a suburban housewife uses for her grocery shopping. Cars designed specifically for police use would include convenient radio controls, cathode ray tube displays, teleprinters, nonlethal weapons, cameras and other evidence collection kits, audio or video recording equipment, and specially designed rear compartments for the transport of prisoners.

Fingerprints left at the scene of a crime cannot normally be traced to an unknown suspect, partly because the systems used are little different from those first introduced at the beginning of this century.

New instrumentation techniques, permitting identification by voice, hair, blood, or clothing, are becoming increasingly effective, Unfortunately, their high cost and technical complexity have prevented most police departments from using them more widely.

Court records are written and rewritten by hand even though many small businessmen use central computers to help maintain their inventories.

More generally, computers can be used throughout the system to help in providing immediate access to information needed for solution of specific crimes, for help in making sentencing and correctional decisions regarding the roughly 2 million convicted persons each year, and for more efficient management of the more than a half million persons employed by the criminal justice system.

Even more important than all these technological needs and opportunities, however, is the fundamental need to discover the impact on crime of the many actions taken to control it. Very little is known to even a rough approximation about how much any prevention, apprehension, and rehabilitation program will reduce crime. And without such knowledge, how can we intelligently choose among them?

Patrol by marked police cars which demonstrate a visible threat to a potential criminal is widely accepted as good police practice, being known as preventive patrol. But it is not clear what kinds of crime such patrol prevents, and how much of each. Nor is it clear under what circumstances patrol in marked police vehicles is more effective than patrol in unmarked vehicles, or whether using police resources in this way is more effective than assigning these same police officers to detailed followup investigation on specific crimes or to other kinds of preventive activity.

I don't presume to have answers to such questions. However, neither do the most vehement advocates of either side. Only through a carefully developed research program will we be able to identify the factors that give rise to various kinds of criminal behavior and the