

# MAINE STATE LEGISLATURE

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MAINE PUBLIC DOCUMENTS

(in three volumes)

VOLUME II

# MAINE STATE POLICE



## BIENNIAL REPORT

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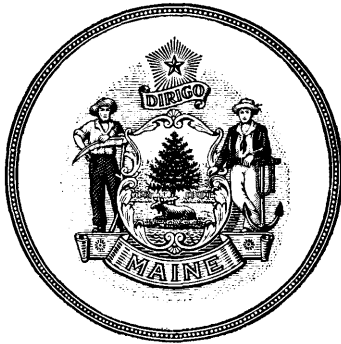
AUGUSTA

1942 ——— 1944



State of Maine  
Biennial Report

Department of  
State Police



July 1, 1942 to June 30, 1944





SUMNER SEWALL  
GOVERNOR OF MAINE







DEPARTMENT OF STATE POLICE

66 Hospital Street  
Augusta, Maine

July 1, 1944

His Excellency, Sumner Sewall  
Governor of Maine  
State House  
and Executive Council

Gentlemen:

It is an honor and a pleasure to submit herewith the Biennial Report of the Department of State Police for the period ending June 30, 1944. Every effort has been made to streamline this report in keeping with the war conservation pattern. To this end detailed statistics, letters of commendation, comparative charts and similar material have been omitted.

The past two years have been exceptionally busy,—years which have seen new duties assigned to the State Police day by day. With a firm determination and with untiring effort, the members of the department have shouldered successfully every given task. I commend to you the officers and civilian employees alike. They stand "Four Square" against those elements of society who seek to prey upon the rights and privileges of their neighbors. By their faithful performance of duty they have heaped honors upon themselves and have proved that they are a credit to the great State which they serve.

The successful operation of this department is due in no small part to the wholehearted cooperation which we have received from the many organizations who share with us the responsibility of maintaining law and order. We have enjoyed splendid relationship with the Federal Bureau of Investigation, the law enforcement officials of other states, the sheriffs of our several counties, the police of our cities and towns, and those in the State Government who are responsible for the enforcement of certain specified laws. We deeply appreciate the loyal support of the law abiding citizens in every section of the State. Without their support our efforts would have proved less effective.

As we submit our report, we wish to express to you, our Honorable Governor and Executive Council, our debt of gratitude for the confidence which you have placed in us and for the unwavering support and wholehearted cooperation you have rendered to us. The State Police has been fortunate indeed in having you as its loyal friends.

As we face the future, we do so with fullest confidence. It is our hope that we may be worthy of the trust which has been placed in us.

Respectfully submitted,

A handwritten signature in cursive script that reads "Laurence C. Upton".

LAURENCE C. UPTON, Capt.  
Acting Chief



Capt. Joseph F. Young Jr.  
SUPERVISOR  
BUREAU OF CRIMINAL INVESTIGATION



Capt. Leon P. Shepard  
SUPERVISOR  
BUREAU OF IDENTIFICATION



Lieut. George I. Shaw  
DIRECTOR  
BUREAU OF TRAFFIC AND SAFETY



Lieut. Roger C. Doyle  
SUPERVISOR  
BUREAU OF MOTOR MAINTENANCE



Capt. Lawrence C. Upton  
ACTING CHIEF



Capt. Sidney M. Frost  
COMMANDING OFFICER TROOP E



Lieut. Llewellyn H. Ouellette  
COMMANDING OFFICER TROOP A



Lieut. Foster O. King  
COMMANDING OFFICER TROOP B



Lieut. Merle E. Cole  
COMMANDING OFFICER TROOP C



Lieut. J. Edward Marks  
COMMANDING OFFICER TROOP D



Lieut. Granville L. Seamans  
COMMANDING OFFICER TROOP F





## CALL *to* COLORS

We respectfully dedicate this edition of our Biennial Report to the men and women of the State Police who are serving or have served in the Armed Forces of the United States during World War II.

### ARMY

Roger F. Baker  
 Harry W. Brown  
 Earl D. Carmichael  
 John H. deWinter  
 Harold A. Ericksen  
 Russell B. Fletcher  
 Parker F. Hennessey  
 Lewis E. Howard  
 William T. Livingstone  
 Francis J. McCabe  
 Willard R. Orcutt  
 Roland J. Paquin  
 John H. Parkin  
 Ralph A. Price  
 Merrill A. Shea  
 Henry P. Weaver  
 Alton S. Wyman

### WAVES

Dorothy H. Peacock  
 Joy N. Webster

### NAVY

Laurence V. Chapman  
 Normand P. Dionne  
 William P. Hancock  
 Stanley W. Haskell  
 Herbert Q. Mariner

### MARINES

Herbert W. Foster  
 Laurence R. Lingley

### COAST GUARD

Richard M. Doyle  
 Tristram T. Eaton  
 Norman H. Hamilton  
 Eugene H. Leavitt  
 Philip R. Lincoln  
 Henry P. McCabe

**MEMORIAM**

**Sergeant Joshua T. Sweetser** died at his home in Portland, Maine, March 30, 1943. He was retired from active duty July 1, 1940, after many years of honest and faithful service with the State Police.

**Trooper Franklin T. Billings** died at his home in Calais, Maine, May 30, 1943, after a period of several months' serious illness. He was enlisted in the State Police July 15, 1930. By his quiet and efficient manner of performing his daily tasks, he won the admiration of all who knew him.

**Trooper William E. Burgess** died at his home in Vassalboro, Maine, July 25, 1943. He was retired from active duty June 15, 1941. During his years of service with the State Police he upheld the standards and tradition of the organization and was faithful to his trust.

**Trooper Lewis E. Howard** was killed in action August 17, 1943, while serving as a Captain with the U. S. Army Air Forces. He was enlisted in the State Police April 30, 1936, and was granted a Military Leave of Absence October 31, 1940. As a police officer, he earned and justly deserves a reputation for honest, efficient and courageous law enforcement. As an Army Air Force pilot and "Squadron Leader" he helped blast a path across Africa and Sicily which made possible a successful land invasion. The accomplishments of Trooper Howard and his fellow officers will live in the hearts and minds of men forever.

## HISTORY OF THE DEPARTMENT

The war activities of the State Police predominate its history of the past two years, but since so much has been said and written about the department in the war effort, we shall, so far as is practical, review only such items as deal with its administrative affairs.

It is well known that wartime conditions have been responsible for added duties; that the loss of experienced personnel has created many serious administrative problems; that many agencies such as the Federal Bureau of Investigation, Office of Naval and Army Intelligence and numerous other governmental agencies continue to call upon the State Police for assistance. We also have provided escorts for military convoys and for mobile transportation of essential and vital war materials. There has been, however, no let down in the safety and traffic programs, and all criminal cases have been investigated with a commendable degree of efficiency.

In July, 1942, the barracks of Troop C at Fairfield was closed and its supervisory personnel transferred to the Augusta Headquarters where suitable office space was available. Following a study of the Troop C area, it appeared that the troop could be commanded as efficiently and effectively from Augusta as from Fairfield. Time has proved that this planning was correct and that the closing of these barracks affected a saving without reducing efficiency.

In the interests of effective law enforcement, there were some changes in the distribution of personnel during the two years, each move being calculated to utilize our available police resources to the best advantage. The growth of population and the increase of traffic due to wartime projects necessitated the assignment of additional men to the coastal troops, particularly to Troops A and B at Wells and Scarboro. The men were drawn, of course, from other troop areas as no increase has been made in the enlisted personnel since the start of the war.

Due to the scarcity of vital construction materials, no expansion was made in the building facilities of the department. The plans for the construction of new barracks, and for a garage at Augusta, were suspended for the duration. However, through the loan of radio material, it was possible to establish new radio stations at the Bangor and Houlton Barracks. These are temporary installations as the transmitters and other radio material are to be returned to the owners at the close of the war. These installations furnish only partial radio coverage and would not be suitable for permanent use.

No new bureaus or divisions have been added during this biennial period. The Bureau of Traffic and Safety, the Bureau of Identification and the Bureau of Criminal Investigation have in each case absorbed into their divisions the new functions made necessary by changes in the law and by war conditions. Although there has been a general decrease of traffic, wartime industry has created new traffic problems in various war production areas. The Bureau of Traffic and Safety has cooperated with the local police and industrial organizations to solve these difficulties. The Bureau of Identification has carried out its routine duties and has, in addition, assumed the responsibility of administering the Student Fingerprint Law which was passed by the last Legislature. The Bureau of Criminal Investigation has continued to function with its usual efficiency and has been called upon to administer and enforce the new Beano Law. The other bureaus and divisions have been operated in a very commendable manner and in most instances their responsibilities have increased due to problems created by the war.

The major change in the administrative staff occurred when Chief Henry P. Weaver resigned on June 24, 1943, to report for active duty with the armed forces. He had been with the State Police from February 17, 1941, until that time and during his term of office did much to increase the efficiency of the department. He is now serving as a Captain in the Army of the United States and is in this coun-

try for a rest period after serving in Africa, Sicily and Italy. On June 25, 1943, Captain Laurence C. Upton, the Deputy Chief and Executive Officer, was named Acting Chief by the Governor.



**PERSONNEL**

Into the hands of law enforcement is given the responsibility for our domestic security. It is of extreme importance that persons employed for this activity be men who deserve such responsibility. Any organization, no matter its function, must rise or fall on the honesty, ability and integrity of its employees.

During the war the loss of experienced personnel to the Armed Services and to industry has presented a constant threat to the efficient operation of this department. However, by honest endeavor and hard work the enforcement problems have been met and the State Police can gaze back over two years of successful accomplishments made possible through the faithful performance of duty by its personnel.

To properly review the personnel problems of the department it is necessary to revert to 1937. In that year there were 110 enlisted police officers and 10 civilians. Several police officers were then loaned to other State departments, so that in this peak personnel year there were 103 police officers on the State Police payroll who were available for regular enforcement work. In the next few years there were many added duties which increased the operating expense of the department and which required an additional clerical staff. It appeared to be the policy of the various directors to meet this problem by reducing the number of enlisted personnel so that the necessary civilians could be employed. Thus, at the beginning of the biennial period for which this report is prepared, July 1, 1942, the personnel was composed of 82 enlisted police officers, 13 male civilians and 17 female civilians. There has been a large turnover in personnel during the past two years, but by the employment of new civilians and by the enlistment of substitute police officers, we closed the biennial period on June 30, 1944 with 88 enlisted men, 17 male civilians and 22 female civilians. The civilian males whom we employ are the radio engineers and dispatchers, the bookkeepers, and the mechanics.

We are now faced with the problem of building up our police strength without impairing our civilian services. Each civilian whom we employ is necessary in his individual assignment and this branch should not be reduced to make room for additional police officers. As a matter of fact, nothing would be gained by such a move because the officers thus employed would have to be assigned to the function now carried out by a civilian and the number of officers available for enforcement work would not be increased.

The proper solution seems to be to make provisions to retain the substitute officers whom we have employed and at the same time absorb into our ranks the police officers now in the military services. If these provisions are not made, it will become necessary to release the substitute officers as fast as the men on military leave return to their posts of duty. The rights of the men in the military services are protected by law. The state of Maine, however, does have a moral obligation insofar as our substitute officers are concerned. These officers filled our ranks at a time when we didn't know from one day to the next whether or not we could maintain sufficient force to carry out our duties. They came to us from private business, from industry and from other walks in life. They came to us at great personal sacrifice because in nearly every instance we could not pay them anywhere near the wages which they were receiving. But they made this decision and took this step simply because they wanted to be state police officers. They were willing to make the sacrifice to obtain the goal which they sought. Many of them had been on our eligible employment register for several years. Men who display this loyalty and this interest cannot help but be successful in their field of endeavor. Many of these men have been with us for eighteen months or more and they have proved by their conduct and their services that they are worthy of the trust and confidence which we placed in them. As is to be expected, some of the men who enlisted on a temporary basis did not find in the State Police the thrill and enjoyment which they believed that police work would afford

them. Some of these have requested a release. In such instances the release was granted. We now have 26 men under temporary enlistments.

Beyond the moral obligation which the State owes to men who enlisted on a temporary basis, there is also an economy angle. These men have been enlisted, equipped and trained for police work. They are an asset to the department. It certainly would not be wise to release them after we have spent thousands of dollars to prepare them for this work. We also should not lose sight of the fact that in a very few years many of our experienced officers will be retiring and the services of the recently enlisted men will be badly needed to round out a program of maintaining a sufficient percentage of experienced officers in the enforcement field.

Serious consideration and study should be given this problem and arrangements should be made to retain these officers in our employ. Should this policy be approved and followed, it will mean that the enlisted strength of the department will be returned to approximately 110 men, while we hold constant our number of civilian employees. It is true that this recommendation does not measure up to the number of enlisted police officers suggested in our post-war schedule, but we believe that this will be a good start toward providing for Maine a State Police Department which will not only carry out its duties in an efficient manner, but one which will continue to be a credit to the State.

As we emphasized in our post-war program, to reach a grade of proper efficiency there must be a sufficient number of employees to carry out the task at hand. It is neither sound economy nor common sense to attempt a large task with a small crew. Such procedure simply means that only the surface of a given project can be scratched and the locating of the underlying causes which make the project necessary left for a day which never comes. To have an efficient organization, a police force needs well-trained, intelligent and able police officers in sufficient number to attend to the requests made by the public and to enforce the laws with which it is charged.

## POLICE TRAINING

The activities of our police training school have been curtailed somewhat for the duration of the war. This became necessary because the instructors were needed for regular work and our experienced officers could not be spared from their regular posts of duty. However, this has applied only to our in-service or refresher training. The recruit schools have been operated in the usual manner and special training courses have been held for specialized groups. To substitute for the refresher training, arrangements were made for special lectures which were held at our several barracks. These afforded each officer the opportunity to keep abreast of the times and to learn new techniques as quickly as they were developed. While this procedure should not be followed indefinitely, it has served as a stop-gap during the emergency. There is no substitute for regular in-service training in the regular training school.

Three recruit schools have been held for officers enlisted since July 1, 1942. In July, 1942, and January, 1943, recruit schools were conducted at Augusta. A refresher school for the chemical gas squads was held at the Thomaston Barracks in December, 1943. In January, 1944, the third recruit school was conducted at the Thomaston Barracks.

The Traffic Engineering and Safety Department of the American Automobile Association conducted a course to train teachers to instruct in pre-induction and wartime driver education and training in high schools. The course was held at the Portland High School from December 27 to December 31, 1943. As the State Police will take an active part in this program, four of our officers were enrolled in the school. This driver training plan is being developed by the State Department of Education and will continue into the post-war period. It serves a very useful purpose in peace as well as in war because it teaches our future drivers while they are of high school age the proper methods to employ in the operation of a motor vehicle.

To aid with our police training and to benefit our men and other law enforcement officers in their general field work, this department has published two manuals. The first, published in July, 1942, "Reports and Forms and the Relationship of Investigation to Report Writing", sets forth the proper methods to follow in presenting a report covering the results of an investigation. Also included is a brief resume of the rules of evidence; the techniques of investigation; the working relationship between the police officer, his superiors and the prosecuting attorneys; and the method of filing reports. This manual has proved to be of real value to the police officers of this State.

The second manual, published in 1943, "Complaint Forms and Regulations Manual" for the first time provides in printed form the rules and regulations of this department. Since these regulations cover our entire administrative procedure, the manual serves as a text book for the training school and for a reference book for the officer during the years which he spends with the State Police. The first two sections of the manual cover the general rules of conduct of a police officer and the rules and regulations. The third section on Maine criminal complaint forms was written with the idea of passing on to the police and to the courts, a treatise that would form the basis for a uniform complaint and warrant system throughout the State. To say that this manual has been received with enthusiasm by those for whom it was intended is putting it lightly. The demand for it has far exceeded our supply so the manual has been issued only to those who will be using it in their official work.

We wish to reiterate our suggestion made in our last Biennial Report in regards to a police training school for all law enforcement officers. A school should be established at the University of Maine, or at one of our colleges, for the training of police officers. The school could well be operated under the auspices of the Association of Chiefs of Police, the Sheriffs' Association and the State Department of Education. It should be established by law. The

instructors could be drawn from the police departments throughout the State, members of State Departments having related work and from the instructors and professors of our educational institutions. The subjects to be taught should include all fields of police science. The school would not only prove to be an asset to the State, counties and municipalities by sending better trained police officers into the field, but it would serve as a clearing house for police information and police research. The interchange of information and the association would strengthen still further the ties of consideration and good understanding which the war has so happily developed between the law enforcement agencies.

**RETIREMENT SYSTEM FOR STATE POLICE**

A few changes were made in the State Police Retirement Law by the ninety-first Legislature (Chap. 352, P. L. 1943). The principal change was that all State Police officers enlisted after July 9, 1943, must enroll in the regular State Retirement System. Thus a State Police officer now comes under the contributory retirement plan and is eligible for retirement at one-half of his average final compensation after having served for at least twenty-five years.

This new law does not affect officers who were members of the department prior to July 9, 1943. These officers may retire after twenty years of creditable service on one-half the pay of their grade at the time of retirement. The Legislature did, however, freeze these retirements for the duration of the present war and six months thereafter. The law in part is as follows: “. . . no member shall be retired under this act for the duration of the present war emergency or six months thereafter unless he has reached the age of 65, or unless the governor and council shall determine that because of physical disability he is no longer able to carry on the duties of his office.”

Since this law was passed one officer has retired at the age of 65 and two officers have retired under the physical disability clause. With so few retirements during a time when many men are completing their twenty years of service, the department is placed in a position whereby immediate preparations must be made to retire these men six months after the close of the war should they so desire. The Chief of the State Police has no authority to exercise discretion in these matters because the law provides that any member who shall have served the State Police for twenty or more years with a good record, shall, upon request in writing to the Chief, be retired from active service and placed upon the pension rolls.

One June 30, 1944, there are nine members on our retirement list. There are twenty members who are now eligible

for retirement or who will become eligible during the fiscal years 1945-46 and 1946-47. Without doubt the war will close during this period and sufficient funds must be made available to cover these retirements. The necessary amount will be included in our next budget recommendations.



**DIVISION OF TRAFFIC AND SAFETY**

By LIEUT. GEORGE I. SHAW, Director

Fundamentally the police are charged with the duties of protecting life and property, enforcing the law, preserving the peace, apprehending criminals and preventing crime,—all of which mold into the pattern of highway safety. It has been said that the police officer patrols our streets and highways for the purpose of preventing accidents. By so doing he protects life and property.

Accident investigation is recognized as fundamental to a sound program of traffic control and accident prevention. This, of course, must be of high quality to be of value. It must be properly integrated into the traffic police program and must be done by well-equipped, well-trained officers. We hear many people say that accidents are inevitable which, of course, is true in one sense of the word. However, it is a well recognized fact that accidents do not just happen, they are caused. When the accident report is analyzed, we are able to determine that cause and from this information we can intelligently develop an accident prevention program.

The total figures for the year 1942 reveal 1,828 accidents reported to this Division. As a result of these accidents, 150 people were killed and 1,043 persons injured. Over half of the people killed were pedestrians. The total figures for 1943 show a decrease of 500 accidents over the previous year, or 1,328 accidents, as a result of which 117 people were killed and 816 persons injured.

The officers of this department issued 2,328 warning cards during 1942 and 7,951 during 1943. These warning cards are issued to motor vehicle operators for minor moving violations. Duplicate records of these warning cards are filed with this Division and are checked against the driver accident and court record files. This furnishes a complete history of each operator who is involved in an accident or who has been issued a warning card or who has been convicted of a motor vehicle violation.

As a result of the Financial Responsibility Law this Division handled approximately 5,500 individual accident reports during 1942 and 3,800 in 1943. The law stipulates that the individual accident report shall be forwarded to the Chief of the State Police and then to the Secretary of State. It is, therefore, necessary that this Division maintain a card record of these reports for future reference.

In August, 1943, it was decided that all activities pertaining to traffic be assigned to a central division. Thus was created the Division of Traffic and Safety which combines all traffic enforcement functions with the educational programs previously conducted by the Division of Highway Safety. Several problems have been referred to the Traffic Engineer of the State Highway Department and we gratefully acknowledge his cooperation.

In April, 1944, a member of this Division was assigned as an instructor to assist with a driver training program inaugurated at the Rockland High School. This program was similar to the Army Pre-Induction Driver Training Program. In a period of eight weeks over one hundred students were given driving instructions and passed examinations which qualified them to operate motor vehicles upon our highways. This program was outlined by the American Automobile Association as a standard driver training course for use in the secondary schools. It is designed to educate new drivers in the fundamentals of motor vehicle laws and the mechanics of proper operation of motor vehicles. It is our hope that the program will be adopted by other high schools throughout the State.

The pedestrian situation has reached the stage where it is not only serious but alarming. When the number of pedestrian fatalities reach at least one-half of the persons killed by automobile, it is time that drastic steps were taken to overcome this condition. How can this problem be solved? First, by the pedestrian assuming his share of the responsibility, next, by the motorist giving a little more consideration to the pedestrian, then, the police departments in towns and cities of 5,000 population or more can enroll

in a pedestrian protection contest sponsored by the American Automobile Association. Entrance in the contest involves no financial obligation. Many valuable suggestions and aids are offered for conserving manpower through the reduction of pedestrian hazards. This contest is part of a national program having a dual objective of reducing pedestrian deaths and injuries and increasing the convenience of street use for the man on foot. The contest is primarily a typical American device to help public officials throughout the country reach citizens of their communities. It also provides a basis on which to make awards to communities doing the best jobs of meeting the above objectives. Entrance in the contest is simple. It is only necessary for the Chief Executive of the municipality to sign an official entry blank. The Chief Executive designates someone, it may be the Chief of Police, Traffic Engineer, or other interested official or private citizen to handle this program. It is especially important that the person selected be particularly interested in promoting a good pedestrian program and willing to make use of the materials and suggestions that will be sent periodically throughout the year. The only obligations are: (1) To do something for the pedestrian. (2) To report the pedestrian activities to the contest board of judges.

This Division has been enrolled in the contest many years and the advantages received more than compensate the small amount of time it takes to file a yearly report of our pedestrian activities. As a matter of fact, many suggestions offered by this Division come from the National Pedestrian Protection Contest. If more of our cities and towns would join this contest, we know their pedestrian problems could be greatly reduced. It is definitely the time now, for every police department, no matter how small, to develop a pedestrian program.

It is the desire of the Director of this Division that a legislative committee make a complete study of our motor vehicle laws for the purpose of revising or amending the present laws, repealing such laws as are antiquated and bringing our motor vehicle laws up to date so the enforcement agencies will be better able to control traffic.

Dealing with the traffic violator is a different problem from that of dealing with the intentional criminal. It is felt that a change should be made in the method in which traffic cases are tried. Traffic violators need not be brought into the regular criminal courts. A separate traffic court in some form should be established. This would result in a better understanding between the violator, the arresting officer and the court. States which have used the traffic court system have reported a large reduction in traffic accidents. It is not recommended that separate courts be established for the trial of traffic cases. Rather it is suggested that each municipal court set aside certain hours of the day for the sole purpose of disposing of traffic problems. The traffic court system has proved successful and has been recommended by leading traffic authorities.

We look toward the future with considerable apprehension. Are we to return, as soon as the war is over, to the killing of hundreds of people on the highways of Maine and to the injuring of several thousands more, or are we to maintain an efficient system of traffic control and thereby save all of this needless destruction of life and property? We believe that a good basic program of engineering, education and enforcement will hold our traffic accidents to a minimum.

Curtis Reed in an article entitled "Death Rides Every Highway", published in *Read* magazine, has set forth valuable suggestions for the prevention of highway accidents. As these suggestions appear timely we are reprinting here the article in full through the kind permission of the author and the publishers.

### **Death Rides Every Highway**

"If the present highway accident rate continues, without getting worse because of increased congestion, by 1960 we shall be killing 80,000 people annually, and seriously injuring more than a million a year. Even in 1943, we killed more Americans on our roads than died through enemy action. Moreover, nearly all of these accidental deaths were easily preventable!

Every day we kill or injure 1,000 workers. With 24,500,000 automobiles in operation, five million less than at the time of Pearl Harbor, traffic deaths were cut from about 40,000 annually to a low point of 23,300 in 1943. But in the last few months of 1943, the death rate suddenly turned sharply upward by 15 per cent. It is still going up!

Some of the reasons for this, it is true, are temporary. Highways are not being kept up to standard. Automobiles and tires are wearing out. Two million cars are in such bad shape that they must be scrapped this year. Night driving has enormously increased. There is more drunken driving, and far more people are walking on the highways than ordinarily do.

With the return to normal conditions, some of these causes will be removed. But by that time there will be many millions more cars on the road.

In recent years, a brand-new science has grown up to cope with this deadly peril. It is the science of highway engineering, whose experts have some striking views, based on careful research. For example:

High speed is not the most important factor in automobile accidents.

Campaigns in which people pledge themselves to drive carefully, while better than nothing, are insignificant compared with certain other factors.

Mere experience on the road doesn't make a good driver. There are principles that should be taught to all of us—including some of us who have been driving 25,000 miles a year for many years.

The principles of highway engineering are like those of hydraulic engineering. The stream of traffic should flow just as water does; it is hampered by bottlenecks, like a river suddenly confined in a narrow gorge. On a heavily traveled road, even a slight difficulty such as an uncertain move by one driver, or a few yards of torn-up pavement, will cause cars to slow down or to stop several miles 'upstream'.

Engineers know they must build highways that are as foolproof as possible. There will always be a certain percentage of drivers who will forget until the last minute that they want to turn off and then make a sharp swing across the traffic. The only way to deal with these drivers is to build a road which makes this impossible.

Such a road must have strips between lanes so that you cannot turn off to the right without entering a special lane a hundred yards ahead, and you cannot turn left in rapid traffic except through a clover-leaf loop. Of course, such a clover-leaf cannot be built at every intersection in thickly settled territory, nor is it necessary; the lowered speeds in such districts reduce the danger from sudden turns.

On main highways, where high speeds are maintained, the engineers believe that they now know the minimum requirements for safety. There must be a wide strip in the middle between the lines of opposing traffic, preferably planted with grass and shrubs, to reduce headlight glare and give a sense of safety against the oncoming stream of traffic.

There should be two main lanes in each direction, divided by a white line, or some other clear indication on the pavement. At reasonable intervals, there should be room alongside the road to park for repairs, and these spaces should be reached by special deceleration and acceleration lanes, divided from the rest of the road by ridges. You must enter the lane at its beginning or not at all.

All curves should, of course, be properly banked. In the past twenty years, many thousands of persons lost their lives because the engineers insisted on banking curves for the legal speed limit instead of for the actual speed of many drivers, which was higher by fifteen or twenty miles per hour. A slow car is in no danger on a curve banked for high speed; but a fast car is in mortal danger on a curve banked for low speed.

Some new highways will be built, of course, and old ones will be improved little by little at the points where they are

most completely saturated with traffic. The Federal Bureau of Roads has drawn up plans for a primary system of national highways covering 34,000 miles from border to border and coast to coast. It is planned to cushion the shock of unemployment after the war by building these roads, using federal, state and county funds.

But all of the experts scoff at the idea of 100-mile-an-hour highways. Sidney J. Williams, general manager of the National Safety Council says, 'We can build—at a price—100-mile-an-hour-highways and 100-mile-an-hour-cars, but where are we going to find 100-mile-an-hour-drivers? . . . The vast network of 34,000 miles of super-roads in the new federal plan will be designed for speeds of fifty to seventy-five miles per hour.'

Along the highways that are being planned, there must be no business establishments, except in small groups with a distance of at least several miles between the groups of buildings. A beautiful, wide highway, properly built in all other respects, can become a deathtrap if it is lined on one or both sides with hot-dog stands, dance halls, garages and other business buildings which cause people to leave and enter the stream of traffic.

A good example is the famous 'Bloody Forty', a stretch of forty miles on U. S. Highway No. 1, between Baltimore and Washington. This is a wide, straight, well-paved, well-designed road which unluckily has almost innumerable roadside stands, juke joints and other buildings along its lanes. The result is that the 'Bloody Forty' has become famous throughout the East as the scene of a very large number of fatal or near-fatal accidents.

There are two other points about a properly designed highway. If traffic is at all heavy, the highway should be lighted and the cars should not depend on their own headlights. The best type yet produced is the sodium-vapor lamp. While it produces a somewhat yellowish glare, disconcerting for the first few seconds, it is thereafter easy on the eyes, produces no sharp shadows, and lets the driver see all approaching cars almost as well as in daytime.

At all curves and points where caution is desirable, reflectors which pick up the light from your own headlights should be installed. Fatal accidents were cut down startlingly when reflectors were first used on a heavily traveled road out of Detroit.

Soon after the war, accidents will be reduced somewhat because the dazzle will be taken out of headlights, thanks to polaroid. Headlights themselves will use polaroid glass which has been polarized in one direction, for example, vertically. The glass in your windshield will also be polarized, but horizontally. This means that the headlights of the approaching car, even when they are turned on full force, will appear to you as a purplish glow, without dazzle.

In planning post-war highway improvements in and around cities, the experts want great traffic arteries cutting straight into the heart of the city from several directions, and accompanied by circular belt-line roads at the proper intervals. All these arterial highways must be free from grade crossings wherever traffic is at all heavy. Their pattern is like a spider web whose center coincides with the center of the city. Authorities like Pyke Johnson, president of the Automotive Safety Foundation, urge American communities to make their master plan now.

One thing the experts agree on — about city and open highway driving alike—is that traffic signs are totally inadequate to the needs of today's motorists. Almost universally, signs are too small, too illegible, and they are placed too near the point in the road where action by the driver is necessary.

New York City has experimented with a device that seems promising. At the Manhattan end of the George Washington Bridge, a maze of roads leads in all directions, which often confused strangers. A radio station was set up, therefore, to be heard only within half a mile of the bridge. Large signs along the highway told the driver just before he entered upon the bridge structure: 'Set your car radio dial at XX meters'. When he did so, he heard a voice



describing conditions at the far end of the bridge, and telling him which way to turn if he wanted to go uptown, downtown or straight across the island.

Another device used in heavy traffic with complicated intersections is a group of ribbons of various colors laid down in the cement. A large sign by the road tells you: If you want to get to Hohokus, follow the red ribbon; Quinsocket, the blue one; and so on. At night, these ribbons are illuminated with tiny reflectors of the same colors.

Second on the list of important measures to be taken in reducing highway accidents is enforcement. The automotive experts say that good policing is half the battle. Cities and states have learned that it pays big dividends in human life to have their police long and carefully trained in handling traffic problems. The policeman who hides behind a clump of bushes and then overtakes a speeder is frowned upon. The experts say it is much better to have the policeman in evidence at all times. His mere presence checks the reckless driver's impulse to speed. On heavily traveled roads, it is well to drop a patrol car into the traffic every half hour or so.

The police should be thoroughly familiar with all adjacent roads, so that they can divert traffic quickly from bottlenecks. In the days of heavy congestion just before the war, New Jersey used blimps equipped with two-way radio. A mile up in the air, the aerial policeman could study the movement of traffic and advise officers on the ground when traffic should be diverted, and to what point. Perhaps this is a job for the helicopter, too.

The third great basis for improved road conditions is education. As already suggested, the experts do not believe that long experience necessarily makes a good driver. In some cases, a man or woman who has driven for many years is likely to become careless. Driving schools, as a rule, give their students adequate instruction; but only a small proportion of the drivers on the road today have been to such schools. The typical situation is one where the

automobile dealer throws in a few lessons when you buy a car—to be taught by a salesman who wants only to end the lessons at the earliest possible moment.

The engineers are heartily in favor of the movement, which was spreading rapidly before the war, to have correct driving taught in every high school. The matter is especially important because very young drivers have a large proportion of all the accidents, far larger than justified by their numbers.

With the end of the war, a new factor will enter the situation. Several million young Americans have learned to drive motor vehicles while in the Army. Army technique, while it calls for fast driving and, under certain conditions, for taking chances, is far superior to the civilian technique of the country as a whole. The Army has made better drivers out of men who already knew something about cars, and good drivers out of many more who had never sat behind a wheel.

Ten years ago, safety authorities believed in emotional campaigns designed to make the individual driver turn over a new leaf. That was in the days of the big poster, showing a horrified driver in the act of running over a child, or a policeman holding the limp body of a victim. However, such campaigns are of little value in the long run. The really careless driver soon lapses into his old habits.

The first few years after the war will probably see an unparalleled slaughter on our highways. In those first years, not many new automobiles will have been built, and millions of dollars' worth of road improvements will still be only in the blueprint stage. The great burden will come suddenly upon the country at a time when we are still extremely short of manpower in police forces, garages and every other organization concerned with the motor car.

Unless every driver in America begins now to think about the problem, we shall slaughter needlessly a great number of our fellow citizens, and you or some member of your family may be among them."

## ARREST STATISTICS

## MOTOR VEHICLE VIOLATIONS

Offense	For Fiscal Years	
	1942-43	1943-44
Accident, failure to report	18	21
Accident, leaving the scene of	71	65
Brakes, operating without adequate	68	70
Carrier, operating as contract or common without permit	37	3
Dealer plates, illegal use of	1	0
Dimout Violations	82	22
Grade crossing law, violation of	1	0
Hire, operating with improper registration	3	21
Hitch Hiking	2	0
Inspection sticker, operating without	455	1024
Intoxicating liquor, operating under the influence of	283	352
License, operating without	415	456
License, operating after suspension	13	19
License, obtaining under false statement of fact	1	6
Lights, operating with improper	36	25
Malicious Mischief (damaging or removing parts of motor vehicles)	4	5
Miscellaneous motor vehicle violations	58	106
No markings on truck	8	13
Number plates, illegal use of	9	8
Operating to endanger	4	10
Parking, improper	11	8
Parking, no lights	19	30
Passing on hill or curve	74	134
Reckless Driving	100	111
Registration, operating without	170	190
Registration, trailer without	6	7
Speeding	2,651	1,922
Stop Sign, failure to stop at	83	67
Traffic Signal, disregarding	4	7
Truck, no mirror	2	0
Truck, over weight	605	450
Truck, over height	16	6
Truck, over width	19	12
Total	5,329	5,170

## BUREAU OF CRIMINAL INVESTIGATION

By CAPT. JOSEPH F. YOUNG, JR., Supervisor

War has broadened the scope of duties of the Bureau of Criminal Investigation. In conjunction with its increased volume of criminal cases, numerous investigations have been conducted in close cooperation with military and civil agencies for the safeguarding of the internal security of the State. During the year 1943-44 the administration of the Beano law was assigned to this Division.

## Special Investigations During Biennial Period

Alleged Subversive Activities	528
Selective Service Delinquents	274
Conscientious Objectors	1
Military Deserters	39
Military AWOL	118
Enemy Aliens	27

## BEANO

The Ninety-first Legislature enacted a statute which provides for the licensing and regulation of public beano in the state of Maine. The act provides that certain specified organizations may operate Beano in the state of Maine, after meeting various requirements and after obtaining a license from the Chief of the State Police. The licenses are issued for a fee of \$2.00 and cover a period of six days.

The law stipulates that the Chief of the State Police shall make rules and regulations for the proper control of the operation of this amusement. It was definitely the intention of the Legislature that the amusement known as Beano was to be operated for the exclusive benefit of the specified organizations. In drafting the rules and regulations a more liberal plan was formulated for the Agricultural Fairs than for the religious, patriotic, fraternal and similar organizations. This was done because it was recognized that an Agricultural Fair which operates only one week out of a year should not conform to the same set of rules as would apply to organizations operating on a weekly basis.

## STATE POLICE

33

Gross income from licenses, July 9, 1943 to June 30, 1944	\$4,698.00
Cost of administration of law	1,668.75

Net profit to State	\$3,029.25
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The administrative cost as listed does not reflect the entire cost of the administration of the Beano law since no charges are included for the personal services of our officers.

Compilation of the Disposition of Funds filed by the more than seventy-five organizations operating Beano reveal gross receipts of	\$321,675.28
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These reports also disclose a net profit to these organizations of	\$ 83,074.14
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During the year it was necessary to refuse the issuance of licenses to many organizations because they did not come within the meaning of the statute. Six organizations were refused renewal of their licenses because of violations of the Beano Rules and Regulations.

## ARREST STATISTICS

## CRIMINAL LAW VIOLATIONS

(Other than motor vehicle)

Offense	For Fiscal Years	
	1942-43	1943-44
Adultery	6	4
Affray	2	0
Arson	3	1
Assault and Battery	21	46
Assault on an Officer	1	0
Behavior, lascivious	6	3
Breaking, Entering, Larceny	16	38
Checks, insufficient funds	2	0
Cohabitation, lascivious	0	4
Defrauding an Inn Keeper	1	0
Disturbing the Peace	0	12
Embezzlement	0	2
Escaped Prisoner	1	1
Exposure of Person	0	2
False Pretenses, cheating by	2	5
Forgery and Uttering	6	7
Fornication	2	2
Fugitive from Justice	1	7
Gambling	16	0
Incest	0	2
Indecent Liberties	0	1
Intoxication	143	161
Larceny	61	121
Liquor, Illegal sale of	4	2
Malicious Mischief	5	13
Manslaughter	13	9
Miscellaneous	46	61

## BIENNIAL REPORT

Murder	0	1
Non-support	6	9
Nuisance	0	1
Obstructing an Officer	1	0
Officer, impersonation of	0	1
Rape	4	4
Receiving and Concealing Stolen Goods	1	1
Robbery	0	4
Runaway	2	2
Slot Machines, Illegal use of	2	0
Sodomy	0	3
Vagrancy	0	1
Weapons, carrying concealed	3	0
Total	<u>377</u>	<u>531</u>

## CASE REPORTING

The case reporting system which was installed in February, 1941, has now been given a fair trial and with minor changes has proved to be very efficient. This has served for the first time in Maine State Police history to provide a medium whereby all complaints are properly filed and investigation follow-ups recorded as fast as they are made.

The procedure serves two very useful purposes, (1) it provides the investigating officers with a complete case history on proper form of all cases under investigation and (2) it provides the administrative officers with the necessary information to properly direct the activities of their men and furnishes information to submit to the individual or department making the complaint. This adds materially to the public service because it assures our citizens that every complaint which is filed with the department will be properly investigated, recorded and reported.

**Complaints Received and Acted Upon  
During the Past Two Years**

	1942-43	1943-44
Headquarters	1025	780
Troop A	259	261
Troop B	602	559
Troop C	112	364
Troop D	279	448
Troop E	227	259
Troop F	238	279
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Total	2,742	2 950
Fines Assessed	\$ 52,332.60	\$ 65,211.83
Costs Assessed	13,565.86	15,580.73
Registration Fees Collected	28,113.54	24,647.27
Stolen Property Recovered	27,953.50	82,992.00
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Total	\$121,965.50	\$188,431.83

## STATE BUREAU OF IDENTIFICATION

By CAPT. LEON P. SHEPARD, Supervisor

As provided by law, the State Bureau of Identification is Maine's central clearing house for criminal records. Positive identification is made by fingerprints submitted of all persons arrested by the several law enforcement agencies within the State.

Criminal fingerprint cards on file prior to this biennial period	54,481	
Criminal fingerprint cards received during this biennial period	18,606	
Criminal fingerprint cards now on file (total)		73,087
Civilian fingerprint cards on file prior to this biennial period, including those taken for Civilian Defense	30,618	
Civilian fingerprint cards received during this biennial period	21,418	
Civilian fingerprint cards now on file (total)		52,036
Military fingerprint cards on file prior to this biennial period	22,234	
Military fingerprint cards received during this biennial period	31,604	
Military fingerprint cards now on file (total)		53,838
Industrial fingerprint cards on file prior to this biennial period	19,454	
Industrial fingerprint cards received during this biennial period	33,590	
Industrial fingerprint cards now on file (total)		53,044
Student fingerprint cards received during this biennial period (incomplete)		40,459
Grand Totals		
Civilian, Military, Industrial and Student fingerprint cards on file prior to this biennial period		72,306
Civilian, Military, Industrial and Student fingerprint cards received during this biennial period	127,071	
Total fingerprint cards now in civil file		199,377
Total fingerprint cards now in criminal file		73,087
Grand total fingerprint cards now in civil and criminal files		272,464

**Criminal Section**

We endeavor to furnish twenty-four hour service on clearance of all criminal and military fingerprints submitted to the Bureau, returning to the contributing department,



and any other interested agency, whatever previous record our files reflect for each individual.

Copies of criminal record abstracts distributed to law enforcement agencies, parole officers, probation officers, county attorneys, police, sheriffs and state police departments, institutions, military branches and other county, state and federal agencies during the biennial period

85,968

### **Probation**

A special probation file and signal system is established and maintained for all cases of probation reported to this Bureau. Immediately upon receipt of a new probation a copy of subject's criminal record is forwarded the respective county probation officer, and the court, advising them of subject's previous record and any other active probations listed against such subject. The probation officer and court are also notified of any subsequent arrest of a subject still on probation.

Probation cases so assisted during the biennial period

5,349

### **Parole**

The parole officers of the state institutions are furnished complete criminal records of subjects prior to their parole hearing. After a person is placed on parole a very close check is kept for any new arrests, or other movements of the parolee, which are reported to the parole officer in charge of such subject.

Parole cases so assisted during the biennial period

523

### **Felony Cases**

The county attorneys who are making use of the criminal record abstracts furnished them upon receipt of fingerprints of a subject to be tried at Superior Court report these records are of considerable aid to them, and request continuance of this service. Obviously this can only be accomplished by the wholehearted cooperation of every law enforcement agency required to submit fingerprints.

### Wanted and Missing Persons

A special flag system is used in our files whenever a person is reported to be missing or to be wanted by any agency. When any information is received pertaining to this subject, the interested department is notified.

During the past year the scope of our wanted and missing persons' activities has been extended to include all the states issuing a wanted bulletin. This is accomplished by entering the name and aliases appearing in each of these bulletin items on a name stop and placing it in our name index file, showing the state, item number and particular bulletin where more detailed information and description may be found. By the use of this system approximately four persons who are escapees, or are wanted or missing are located daily.

Number of such items handled during the biennial period	52,390
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We have continued the nation-wide circulation of fingerprint bulletins of persons wanted on felony charges. These are issued only upon request of the agency holding the warrant. The circulation of a fingerprint bulletin furnishes assurance that the subject, if arrested, will be identified and held even though he might give a fictitious name.

Fingerprint wanted bulletins distributed during the biennial period (13 individuals)	2,316
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### Cooperation with Out-of-State Agencies

Thousands of criminal records and fingerprints have been exchanged with out-of-state agencies and the Department of Justice during the biennial period. Records and fingerprints exchanged with these agencies were searched, tabulated, indexed, cross-filed, etc.

Total number of such records handled during the biennial period	57,853
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### Cooperation with Military and Industrial Units

Military branches and industrial plants have requested numerous fingerprint and name checks against our crim-

inal file. These name checks require a considerable amount of time as our file is so large that there are often from twenty to seventy-five persons by the same name and much time is spent checking the descriptive data when no fingerprints are submitted with the inquiry.

U. S. Coast Guard fingerprints received during this biennial period	26,849	
Fingerprints from other military branches received during this biennial period	4,755	
Industrial fingerprints received during this biennial period	33,590	
Inquiries by name, only, received from above agencies during this biennial period	44,168	
Total fingerprint and name inquiries completed for above agencies during this biennial period		109,362

### Single Fingerprint File

The Battley single fingerprint system is slowly being increased although there are not enough records as yet on file to make it efficient. Little, however, can be done with this file until after the present emergency, at which time the file will be completed and be in operation for investigation aid.

### Name Index File

We carry but one name index file which serves our several different files. These names and aliases were formerly carried alphabetically but have now been changed to Soundex system, which is a coding of each surname. It has increased the rapidity of search in this file approximately 50%.

Name indexes on file prior to this biennial period (including true names and aliases)	72,175	
Name indexes added during this biennial period	62,641	
Total name indexes in criminal section		134,816

### "Mug" File

"Mug" photographs on file prior to this biennial period	28,691	
"Mug" photographs taken at penal institutions by operatives of the Bureau during this biennial period	840	
"Mug" photographs taken and submitted by other agencies during this biennial period	16,209	
Total "Mug" photographs now on file		45,740

### **Student Identification**

Approximately 78,000 school students were fingerprinted in compliance with a law passed by the last Legislature, which provides that all pupils attending public schools shall be fingerprinted for personal identification. This was accomplished through the cooperation of local law enforcement agencies, members of the State Police and the personnel of the State Bureau of Identification. We gratefully acknowledge the splendid cooperation of the Department of Education in this program. No specific report can be made at this time as the work is not yet completed and probably will not be completed before December, 1944.

This program has opened up interesting possibilities for a post-war setup for the control and prevention of juvenile delinquency through education. Such segregation is rapidly being made according to the age and grade which each student attends. For example, a 15-year old boy or girl attending the fourth or fifth grade requires causation investigation as there would appear to be something seriously wrong. Without attention by proper agency, this student is not likely to finish high school and it is doubtful if he or she finishes grammar school.

### Tabulation of Departments Submitting Fingerprints and Additional Record Sheets during the Biennial Period

Realizing that many departments have lost trained personnel and that all have increased duties during our present emergency, the Bureau has promoted the use of the Additional Record Sheets, for reporting subsequent arrests of subjects whose fingerprints had previously been taken and submitted by the same arresting department. This system eliminates the necessity of fingerprinting the subject again, except in felony cases, and yet keeps his record complete and his whereabouts established.

Departments	Fingerprint Cards	Additional Record Sheets
STATE IDENT. BUREAU	9,200	
STATE POLICE BKS.	13,779	4
STATE INSTITUTIONS		
*State School for Boys	107	
*Reformatory for Women	175	
Reformatory for Men	203	
Maine State Prison	174	
POLICE DEPARTMENTS		
Auburn	646	
Augusta	1,092	232
Bangor	4,818	364
Bar Harbor	707	
Bath	664	11
Belfast	32	
Biddeford	97	
Brewer	184	
Bridgton	6	
Brunswick	714	
Camden	25	
Caribou	398	
Corinna	36	
East Millinocket	154	
Eastport	165	
Fairfield	146	
Fort Fairfield	17	
Fort Kent	40	
Freeport	36	
Gardiner	337	
Houlton	9	
Lewiston	5,406	9
Lincoln	81	
Madison	498	
Mattawamkeag	101	
Millinocket	251	

\*Fingerprints at these institutions were taken by our Bureau personnel.

## BIENNIAL REPORT

Departments	Fingerprint Cards	Additional Record Sheets
Milo	14	
Newport	73	
Oakland	455	
Old Orchard	522	
Old Town	851	94
Portland	9,533	11
Presque Isle	1,145	13
Richmond	139	
Rockland	198	
Rumford	324	175
Saco	1,115	
Sanford	222	1
South Portland	979	
Standish	167	
Thomaston	1	
Waterville	3,643	27
Westbrook	1,376	
Winslow	41	4
<b>SHERIFFS' DEPARTMENTS</b>		
Androscoggin	390	276
Aroostook	615	32
Cumberland	3,580	31
Franklin	340	43
Hancock	1,396	1
Kennebec	4,411	213
Knox	2	
Lincoln	49	
Oxford	2,157	
Penobscot	113	
Piscataquis	15	
Sagadahoc	646	1
Somerset	1,572	
Waldo	1,114	
Washington	697	
York	574	
<b>LOCAL UNITS OF CIVILIAN DEFENSE</b>	1,100	
<b>FISH AND GAME DEPARTMENT</b>	2	
<b>MAINE INDUSTRIAL PLANTS</b>	30,632	
<b>OUT-OF-STATE BUREAUS</b>		
Alabama	258	
California	32	
Colorado	2	
Connecticut	45	
Delaware	1	
Illinois	49	
Indiana	1	
Institute of Applied Science, Chicago, Illinois	152	
Iowa	21	
Kansas	3	
Massachusetts	30	
Michigan	23	
Minnesota	2	

## STATE POLICE

43

	Fingerprint Cards	Additional Record Sheets
Departments		
Missouri	43	
Nevada	1	
New Hampshire	24	
New Jersey	15	
New York	8	
North Carolina	27	
Ohio	1	
Pennsylvania	15	
Rhode Island	2	
South Carolina	1	
Tennessee	1	
Texas	626	
Utah	1	
Vermont	3	
Wisconsin	28	
<b>FEDERAL DEPARTMENTS</b>		
Alcohol Tax Unit	2	
U. S. Dept. of Justice	2,133	
U. S. Probation Office		31
U. S. Treasury Dept.	2	
U. S. Veterans Administration	15	
U. S. Army	1,850	
U. S. Coast Guard	26,849	
U. S. Marines	1,134	
U. S. Navy	201	
U. S. Naval Air Station (Brunswick)	585	
(Lewiston)	985	
<b>UNKNOWN</b>	5	
<b>TOTAL</b>	<u>145,677</u>	<u>1,573</u>

## CRIME CHART

**Substantiated by Fingerprints Taken and Received  
During the Biennial Period**

This shows a comparison of the arrests of the white males, black males and females. The figure in parenthesis represents charges reported by Additional Record Sheets which are not substantiated by fingerprints.

Crimes	Additional Record Sheets	White Males	Black Males	Fe-males	Total
Abortion.....		5		2	7
Absent over Leave.....		8			8
Absent without Leave.....	( 2)	37			39
Accessory.....	( 1)	7			8
Adultery.....	( 8)	85	2	69	164
Alien.....		30			30
Arson.....	( 1)	24		3	28
Assault & Battery.....	(32)	438	26	17	513
Assault, Intent to Kill.....	( 5)	34	5	1	45
Assault, Intent to Rape.....	( 2)	23			25
Assault, Intent to Rob.....	( 3)	8			11
Breaking & Entering.....	(37)	522	2	6	567
Bribery.....		1			1
Burglary.....		1			1
Carnal Knowledge.....	( 1)	13			14
Causing Delinquency.....		5			5
Common Night Walker.....				11	11
Concealed Weapons.....		18		2	20
Concealing Stolen Property.....		1			1
Conspiracy.....	( 1)	11			12
Contempt of Court.....	( 2)	12		1	15
Counterfeiting.....		1			1
Cruelty to Animals.....		6			6
Danger of Falling into Vice.....				11	11
Defraud.....	( 1)	28		7	36
Deserter.....		16			16
Disturbing the Peace.....	(16)	255	3	10	284
Driving Violation.....	(18)	320		2	340
Drunken Driving.....	(16)	497	4	10	527
Embezzlement.....		30		1	31
Escape.....		97	5	5	107
Evading R.R. Fare.....	( 2)	13		2	17
Failure to Black Out.....		3			3
False Pretenses.....	( 1)	22		3	26
Federal Violation.....	(26)	50	2	5	83
Fish & Game Violation.....		13			13
Forgery.....	(12)	148		8	168
Fornication.....	( 4)	63	1	92	160



Crimes	Additional Record Sheets	White Males	Black Males	Fe-males	Total
Fugitive.....		41	2	3	46
Gambling Violation.....		54	2		56
Harboring Criminal.....		2		1	3
Health Violation.....		1		1	2
Hitch Hiking.....		2			2
Idle and Disorderly.....	(10)	106	3	72	191
Impersonation.....		2			2
Incest.....	( 1)	13			14
Incorrigible.....		13		4	17
Indecent Exposure.....	( 4)	38			42
Indecent Liberties.....	( 1)	51	1		53
Inquiry.....		3			3
Intoxication.....	(1,162)	7,387	89	473	9,111
Investigation.....		212	11	97	320
Juvenile Delinquency.....		24		3	27
Kidnaping.....		1			1
Larceny.....	(35)	827	13	61	936
Larceny of Auto.....	(24)	327	1		352
Lascivious Cohabitation.....	( 2)	34	3	30	69
Lascivious Speech and Behavior.....	(10)	100	7	357	474
Liquor Violation.....	( 7)	29	2	9	47
Loitering.....	( 1)	14	1		16
Malicious Mischief.....	( 1)	120	3	9	133
Manslaughter.....	( 1)	22		2	25
Material Witness.....		10		2	12
Missing Person.....		26	1	8	35
Murder.....		16	7	1	24
Narcotics.....	( 3)	4		1	8
Neglect of Child.....		7		22	29
Night Lodger.....	(15)	931	34	11	991
Non-support.....	(13)	214	2	1	230
Nuisance.....		7		1	8
OPA Violation.....		6		1	7
Parole Violator.....	( 1)	5			6
Peeping Tom.....		2			2
Prostitution & House.....		7	1	18	26
Pure Food Violation.....		2			2
Rape.....	( 4)	39	3		46
Receiving Stolen Property.....	( 3)	16	1	2	22
Resisting Officer.....	( 8)	75	8	1	92
Robbery.....	( 7)	63	2		72
Runaway.....	( 1)	20		35	56
Safe Keeping.....	( 2)	67	1	19	89
Selling Mortgaged Property.....				2	2
Selective Service Violation.....	( 5)	120	4		129
Sex Crimes.....	( 2)	41	1	3	47
Shooting Domestic Animal.....		1			1
Shoplifting.....	( 1)	4		4	9
Soliciting.....		3	3	2	8
Suspicious Persons.....	( 2)	34		1	37
Tree Surgeon w/o License.....		2			2
Threat.....		3	2	1	6

## BIENNIAL REPORT

Crimes	Additional Record Sheets	White Males	Black Males	Fe-males	Total
Trespassing.....		40	2		42
Truancy.....		10		5	15
Vagrancy.....	( 4)	93	5	4	106
Violation of City Ordinance.....	( 1)	15	2	5	23
Violation of Probation.....	(51)	65		3	119
Violation of True Name Law.....		6		6	12
Wanted Females.....				115	115
Wanted Males.....		2,231	1,002		3,233
Worthless Checks.....		15		7	22
Personal Cards for Clearance					
Civil Aeronautics Adm.....				1	1
Civil Air Patrol.....		82		41	123
Civilian Defense.....		14,619	1	6,180	20,800
Elimination.....		17		2	19
Industrial Plants.....		23,125	17	10,448	33,590
U.S. Army.....		1,558			1,558
U.S. Women's Army Corps.....				292	292
U.S. Coast Guard.....		22,409	38	4,402	26,849
U.S. Marines.....		1,134			1,134
U.S. Navy (including Air Bases).....		1,664		107	1,771
Unknown Deceased.....		4		2	6
Personal Cards for Registration					
Personal Identification.....		254		221	475
Student Identification.....		18,151		22,308	40,459
Not listed.....		106	1	6	113
<b>TOTAL.....</b>	<b>(1,573)</b>	<b>99,591</b>	<b>1,326</b>	<b>45,681</b>	<b>148,171</b>

(Some Fingerprint cards substantiate more than one criminal charge)

## LABORATORY

In the Police Science Laboratory, which is a part of the State Bureau of Identification, a marked increase in technical work is noted. The majority of the crimes have been committed by juveniles, which has a tendency to foretell the serious situation facing the Bureau and Laboratory during our post-war period.

The increased amount of evidence submitted to the Laboratory for scientific analysis is not necessarily caused by an increase in crime, but is largely due to the fact that more law enforcement agencies are availing themselves of this service which is offered to all without charge. More and more the efficient and progressive officer, whether state, county, rural or urban, is realizing the unquestionable value of scientific evidence in his investigation of crime. Furthermore, the prosecuting officials recognize the value of expert testimony and its resultant saving of expense to the taxpayer by shortening both investigation and trial. In addition to the cases completed for various law enforcement agencies, many have been completed for other state and county agencies, including the Fish and Game Department, the Attorney General's Department, County Attorneys, etc. It has also been our pleasure to serve the military officials in making many ballistic analyses.

1837 cases ranging from murder to motor vehicle violations have been submitted for scientific examination and analysis. The following tabulation is made according to the type of scientific analysis completed on the cases submitted during the biennial period.

### Latent Fingerprint Cases 406

During the biennial period 406 latent fingerprint cases involving many articles were submitted to be processed. This is a considerable increase over the previous biennial period when only 192 cases were received, or an increase of approximately 100%.

### Ballistic Cases 107

An increase of 60% is noted in the number of ballistic cases received during this biennial period as compared with the previous period. These include examination, analysis and identification of shells, bullets, firearms, powder, etc. Most of these cases involved several weapons, questioned bullets and shells.

Ballistic Tests		1,100
Tests of all types were made in conjunction with the above cases either as a process of elimination or identification for completion of such analysis.		
Handwriting		69
69 cases of forged checks, questioned documents, anonymous writings, etc., were submitted for analysis and opinion. Only 3 of these cases are pending at the present time.		
Microscopic and Macroscopic		93
Tool marks	17	
Hair (both human and animal)	38	
Fiber	27	
Dirt, mineral, etc.	11	
Chemical		58
Blood stains	23	
Semen	6	
Miscellaneous, including quantitative and qualitative analysis such as poisons, fats, motor oils, etc.	29	
Plastics		4
Only 4 cases involving plastics have been received during the past 2 fiscal years. However, many plastics have been made for instructive purposes.		

No new equipment has been added either to the Identification Bureau routine section or the Laboratory technical section due to the lack of priorities. As soon as it is possible to obtain priorities it will be necessary to purchase a stereoscopic microscope of both high and low power, a soft X-ray machine for determination of metals surrounding bullet wounds, and an ultra-violet illuminant of sufficient spread to enable photography of a large area under direct ultra-violet rays.

As rapidly as space can be provided a spectograph should be added to the Laboratory as this in itself would hasten analysis of comparable evidence and it is absolutely essential for analysis of evidence which is extremely minute. Whatever scientific equipment as will help expedite the analysis of such evidence is essential.

## PHOTOGRAPHY

Photography is required for completion and permanent recording of practically all laboratory analyses, such as, latent fingerprints, ballistics, handwriting, etc. "Mugs" are taken both at the Laboratory and the several penal and correctional institutions of the State.

Photographic negatives taken and developed during the biennial period. These range in sizes 3½" x 4¼" to 8" x 10".	2572
Photographic contact prints made from the above negatives	7765
Projection enlargements, 16" x 20"	413
Photostatic copies, negatives and positives	6135
These include copies of checks, handwriting, documents, fingerprint cards, accident reports, etc.	
Total number of pieces processed	16,885

## BIENNIAL REPORT

## RADIO DIVISION

By ROBERT H. PARKER, Chief Radio Engineer

The Radio Division of the Maine State Police has more than justified its establishment and although of humble origin, it is being gradually expanded. This expansion is limited because of high priorities and lack of funds.

The need for proper radio coverage for the state of Maine is no longer a debatable subject. It is now a well recognized fact that instant communication is necessary between all important units of the force, whether they be troop commanders located at a fixed headquarters, patrol units which might be temporarily located at any point throughout the area, or a single man sent on an important assignment where he may need instant contact with his headquarters.

A few years ago any venture into the realms of radio to accomplish the vitally needed communication was looked upon as a questionable experiment. To-day, a properly designed radio system can make instantaneous contact with all parts of an organization as commonplace as a telephone conversation.

The State Police had launched a fine radio construction program prior to the war but this was halted when war was declared late in 1941. From the present system statewide coverage cannot be had, but with the use of the equipment the true value of radio has been demonstrated. Without radio it would have been impossible to carry out the many war duties which were delegated to the department. Contrary to general belief, the greatest value of radio is for the supervision of the regular routine highway patrols.

We now have good equipment at Augusta, Thomaston and Wells and the system should be expanded to cover the entire State. Temporary stations were installed at Bangor and Houlton, with equipment borrowed from radio amateurs, to cover our wartime needs.

We should purchase equipment for our barracks at Scarborough, Bangor and Houlton and equipment for the mobile units operating from these stations to expand our present system. New mobile equipment should also be purchased for the units operating from the other stations since the transmitters which are now in use are not the exact type which we need for long range coverage. These transmitters when installed were very inexpensive and even though they only cover a small area, they have been very helpful and have more than paid for themselves.

While a complete study has been made of our entire radio situation, it appears unwise to list the technical data in a report of this type. A study has been made by three competent radio engineers and their reports reflect that it is very possible that we can obtain state-wide coverage for an additional expenditure of approximately one hundred thousand dollars. If this can be done, and we have no reason to doubt the results of the survey, it will mean that Maine will complete its radio system at a lower figure than have most of the other states with a similar area.

As was stated in our Biennial Report, 1940-42; it seems that the proper procedure to follow in new radio construction is to make our facilities available to all law enforcement agencies throughout the State which do not now have radio. Other state departments which can properly be classified as emergency agencies under the rules of the Federal Communications Commission should also be included in the setup. Such a system would coordinate all enforcement units, thus saving a duplication of effort and would avoid the expense of a dual system. After all, the money for the support of these public service agencies all comes from the same source, irrespective of whether the program is financed by state, county, or municipal funds.

While it would be advisable to complete the radio program as soon as is possible, it is not absolutely necessary that the entire construction be attempted in any one year. To alleviate the financial strain which any worthwhile project creates, the construction could be spread out over a period of three or four years.

## DISPOSITION OF PRESENT RADIO EQUIPMENT

52

BIENNIAL REPORT

TROOP and BARRACKS LOCATION	FIXED STATION					MOBILE UNITS			
	TRANSMITTER POWER		RECEIVER			TOTAL CARS	with 1642 KC. Receivers	2-WAY UNITS	MOTOR CYCLES
	1642 KC	39.9MC	1642 KC	39.9MC	Other Frequencies				
AUGUSTA HEADQUARTERS	1000W	25W	Yes	Yes	1682	7	3	None	None
TROOP "A" WELLS	100W	25W	Yes	Yes	168?	15	10	5	3
TROOP "B" W. SCARBORO	25W	None	Yes	Yes	2422	19	17	5	4
TROOP "C" AUGUSTA	USES HE	ADQUA	RTERS	FACILIT	IES	12	10	7	2
TROOP "D" THOMASTON	300W	25W	Yes	Yes	---	15	13	11	2
TROOP "E" BANGOR	300W	None	Yes	No	---	14	9	None	None
TROOP "F" HOULTON	85W	None	Yes	No	---	11	6	None	None
GOVERNOR AND COUNCIL	---	---	---	---	---	---	2	1	---
INSURANCE COMMISSION	---	---	---	---	---	---	3	None	---
SEA & SHORE FISHERIES BOOTHBAY HARBOR	25W	None	Yes	No	---	---	---	---	---
SEA & SHORE FISHERIES PATROL BOAT "MAINE"	Mobile 25W	---	---	---	---	---	1	None	---
NEW HAMPSHIRE STATE POLICE	---	---	Yes	---	---	---	---	---	---
OTHER AGENCIES: DEPTS. FBI - FCC - Sheriff - City - Etc.	---	---	6	---	---	---	8	None	---



## RECOMMENDED CONSTRUCTION

Listed below are such recommendations for new construction as appear necessary for the proper housing of the State Police. These projects may be extended over a period of several years. Such a program would assist with the unemployment problems which may follow the war and will, at the same time, aid with the financing of the various projects.

### State Police Headquarters

The State Police Headquarters, located at 66 Hospital Street, Augusta, which was constructed in 1941, does not provide sufficient office space for the general headquarters staff and the bureaus which are located there. The floor space should be increased by at least one-third. The building is under the supervision of the State Superintendent of Buildings and this recommended change has already been included in the State Post-War Construction Program. The plans provide for a third story to be added to the building. This is a worthy project and should be given consideration as soon as building material is available.

### Barracks—Troop B—Scarboro

Although the area controlled from our Scarboro Barracks is one of the most densely populated sections of the State, no provision has ever been made to provide suitable quarters for the State Police. Under our plan of decentralized control, each troop area should have a suitable building for office space and sleeping quarters. The construction of this building was a part of a long-range program which was set up by this department but which had to be cancelled because of the war. All troops have suitable quarters with the exception of Troop B at Scarboro and Troop E at Bangor. The present barracks at Scarboro is a make-shift building which was constructed some twenty years ago from funds which were made available through donations. In 1942 sleeping quarters were added to the building at a

very small cost. Immediate consideration should be given to the construction of these barracks. The land where the present barracks is located is owned by the town of Scarborough and is a part of a lot on which one of their elementary schools is located. We will be obliged to vacate this property during the summer of 1945 because the town of Scarborough is to erect a new centralized school building and they will need the entire lot. The superintending school committee of the town of Scarborough has already notified the State Police that arrangements should be made to remove our barracks from the present site. This means that at least within a year the State Police will have to lease temporary quarters for Troop B or new barracks will have to be built. In connection with the construction of these barracks, it will also be necessary for the department to purchase a lot. It may be advisable to erect the new building at some point other than the town of Scarborough, but it seems that it should be located on highway route No. 1 preferably between Scarborough and South Portland.

When this building is constructed, we should consider the feasibility of constructing a garage in conjunction with it. Such a garage could service all of our mobile equipment in the Western and Southern sections of the State. At present we operate a garage at Scarborough in a leased building.

#### **Barracks—Troop E—Bangor**

The headquarters of Troop E have been located in the State Armory at Bangor for the past several years. The office space available is inadequate and the sleeping quarters have never been suitable. Before the National Guard was called into the Federal Service the then Adjutant General suggested that we seek other quarters. When the National Guard left the State, the congestion in the Armory was relieved and additional space was made available for our use. However, it is expected that upon the return of the National Guard the space now used by the State Police will be needed by them.

It is suggested that when these barracks are constructed that they be located at some point North of Bangor on highway route No. 2 or at some point East of Bangor on highway route No. 1. The location selected should be only a few miles outside the city of Bangor. The department owns no land in this vicinity and arrangements will need to be made for the purchase of a suitable lot.

#### **Garage—Augusta**

The present State Police Garage in Augusta is located at Camp Keyes and was constructed in 1934. A recent survey made by the Superintendent of Buildings discloses that this building is not safe for occupancy. It is a one and one-half story structure. The second floor has been used for the storage of automotive and other departmental equipment. Under orders issued by the Superintendent of Buildings, the second floor can no longer be used as storage space. The garage was not large enough to cover the State Police needs even with the use of the second floor and it has been necessary to hire other storage space. It must be remembered that the garage was constructed when the State Police had mostly motorcycle equipment and few patrol cars. In the near future careful consideration should be given to the advisability of the construction of a garage either on the same lot or at some other location in Augusta. It was hoped that the construction of this garage could be held up and considered as one of the last projects, but now that the building has practically been condemned by the Superintendent of Buildings, a new structure must be erected or the State Police will be forced to lease suitable garage space.

BIENNIAL REPORT  
FINANCIAL STATEMENT

1942-43

Appropriation		\$307,500.00
Emergency War Fund		9,000.00
Income from Photostats, etc.		672.42
		\$317,172.42
Total Income		\$317,172.42
Regular Salaries	\$186,501.90	
Pensions	8,168.38	
		194,670.28
10% Temporary Increase	4,134.40	
		198,804.68
*Maintenance	112,234.27	311,038.95
		\$ 6,133.47
Unexpended Balance		\$ 6,133.47
Unexpended Balance Transferred to State Highway Fund		\$ 6,133.47
*Maintenance		\$ 753.35
Bonds		1,254.67
Buildings and Fixed Equipment		145.00
Chemical Analyses		7,443.57
Clothing and Equipment		576.00
Disability Compensation		1,481.69
Electricity, Water and Gas		237.40
Fares (Railroad, Aeroplane, etc.)		1,407.30
Fuel		1,036.70
Furniture and Equipment		20,495.38
Gasoline		805.85
Hotel Room or Lodging		596.48
Insurance		227.43
Laundry and Incidental Services		500.00
Legal Services		9,441.19
Meals and Gratuities		1,481.75
Medical and Hospital Services		1,315.51
Miscellaneous Operating Expenses (P. O. Box Rent, etc.)		1,957.09
Miscellaneous Parts and Supplies		24,852.29
Motor Vehicle Equipment		41.64
Newspapers, Periodicals and Subscriptions		3,459.96
Office and Laboratory Supplies		3,356.25
Oil and Lubricants		3,109.84
Printing		

STATE POLICE

57

Rent .....	63.25	
Repairs to Buildings and Equipment .....	2,003.68	
Repairs to Clothing .....	4.85	
Repairs to Motor Vehicle Equipment, Repair Parts and Supplies .....	12,551.89	
Repairs to Office Equipment (Furniture and Fixtures) .....	685.59	
Stamps and Meter Postage .....	2,320.43	
Storage and Towing of Motor Vehicles .....	952.45	
Telephone Service, Tolls and Telegrams .....	7,578.30	
Temporary Wages and Personal Services .....	97.49	
Total .....	\$112,234.27	
Radio Appropriation	\$ 3,500.00	
*Maintenance	3,374.31	
Unexpended Balance	\$ 125.69	
*Maintenance		
Building and Improvements .....	\$ 4.78	
Clothing .....	15.11	
Fares and Tolls .....	34.40	
Hotel Room and Lodging .....	22.75	
Meals and Gratuities .....	282.75	
Miscellaneous Equipment .....	1,237.58	
Miscellaneous Operating Expense .....	7.83	
Miscellaneous Supplies .....	106.78	
Office Supplies .....	12.38	
Printing and Binding .....	27.50	
Repairs to Equipment .....	1,617.98	
Tools and Work Equipment .....	4.47	
Total .....	\$ 3,374.31	

1943-44

Appropriation		\$321,300.00
Transfer from General Funds		35,162.61
Income from Photostats, etc.		1,340.15
Total Income		\$357,802.76
Regular Salaries	\$223,732.76	
Pensions	8,249.37	
*Maintenance	118,286.81	350,268.94
Unexpended Balance		\$ 7,533.82
Lapsed into Highway & Gen- eral Funds	\$ 4,836.47	
Carried Forward	2,697.35	
Total	\$ 7,533.82	\$ 7,533.82

## BIENNIAL REPORT

## \*Maintenance

Bonds .....	\$	625.67
Clothing and Clothing Material .....		4,807.19
Communication Equipment .....		834.08
Compensation .....		566.66
Fuel, Oil, and Coal .....		1,629.13
Gasoline .....		23,926.10
General Operating Expenses .....		793.98
Hotel Room and Lodging .....		697.14
Household, Laboratory, and Misc. Supplies .....		3,034.03
Insurance .....		1,184.04
Laboratory and Hospital Services .....		236.50
Laundry .....		253.53
Meals and Gratuities .....		9,420.35
Medical Services .....		698.67
Miscellaneous Fees and Special Services .....		604.94
Motor Vehicle Repairs, Repair Parts and Supplies .....		13,645.20
Office and Laboratory Tools and Work Equipment .....		1,829.97
Office Supplies .....		3,863.64
Oil and Lubrication .....		2,629.71
Periodicals, Dues and Subscriptions .....		84.00
Printing and Binding .....		2,278.23
Railway and Bus Fares .....		213.50
Rent .....		204.50
Repairs to Buildings and Equipment .....		1,960.09
Stamps and Meter Postage .....		2,032.23
Telephone Service, Tolls and Telegrams .....		8,213.30
Tires and Tubes .....		3,786.89
Transportation Equipment .....		26,535.65
Utility Services (Light and Water) .....		1,637.80
Total .....	\$	118,286.81

## Fingerprinting of School Children

Appropriation .....		\$	10,000.00	
Salaries .....	\$	3,237.48		
*Maintenance .....		3,773.29	7,010.77	
Balance Lapsed .....			\$	2,989.23

## \*Maintenance

Automobile Mileage .....	\$	849.25
Equipment .....		1,206.25
Meals and Gratuities .....		400.06
Miscellaneous Supplies .....		100.27
Office Supplies .....		1,035.00
Printing and Binding .....		12.00
Repairs to Equipment .....		38.16
Room and Lodging .....		52.50
Stamps and Meter Postage .....		72.75
Telephone Tolls .....		7.05
Total .....	\$	3,773.29

## CONCLUSION

In preparing this report we have been as brief as possible. Our recommendations for personnel and equipment for the future operation of this department are, we believe, both reasonable and conservative.

We realize that there are some who will say that this State cannot afford the expense of supporting a Department of State Police which is adequate for its actual policing needs. There are some who will say that a larger organization is not necessary. There are some who, while admitting that such a department should be established, will oppose it because they are not in favor of a fair and impartial enforcement of the law. They want the law to apply to the other fellow but not to them. This type of person is, fortunately, dwindling into a small minority.

If we, as a people, are willing to spend thousands of dollars to educate our children, if we are willing to spend large sums to protect their health, surely we are willing to spend sufficient funds so that they may live to enjoy the fruits of their education and the advantages of good health without having their lives cut short at an early age, the victim of some uncontrolled and careless individual at the wheel of an automobile. Likewise, our citizens of mature years have a right to expect that when they travel on our public highways they may do so with an assurance that the motor vehicle traffic will be properly supervised and controlled. Too many lives are needlessly lost in traffic accidents. If we will but face the facts, build suitable highways, carry out well planned educational programs and provide necessary enforcement facilities, there is no reason why our highways will not be safe for the general traveling public. It has been demonstrated times without number that proper law enforcement and proper traffic control will prevent accidents and thus save lives.

It must be remembered that the State Police organization is policing a State with an area of thirty-three thousand square miles and with a highway system of approxi-

mately twenty-five thousand miles of improved roads. The people of Maine, through their elected representatives, have continually added numerous responsibilities to their State Police. They have done this because they have faith and confidence in the organization. They will continue to do this in the days which lie ahead. We must now prepare for those days.

In suggesting an increase in personnel and in equipment, we realize that immediately following the war the country, as a whole, will swing into a period in which economy will be the watchword. We realize that the taxpayer will have, staring him in the face, the burden of a public debt assumed in a decade of depression and in no-one-yet-knows how many years of this war. The personal resources of our taxpayers will be strained to the utmost to meet the post-war demands of the Federal Government. Many factors are combined to add tax loads on our State and local governments which in turn will raise new and sometimes baffling problems of retrenchment for our various public services but we must never lose sight of the fact that strong public protection is necessary. Without law and order no other function of government can possibly succeed.