

# MAINE STATE LEGISLATURE

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MAINE PUBLIC DOCUMENTS

1944-1946

(in three volumes)

VOLUME II

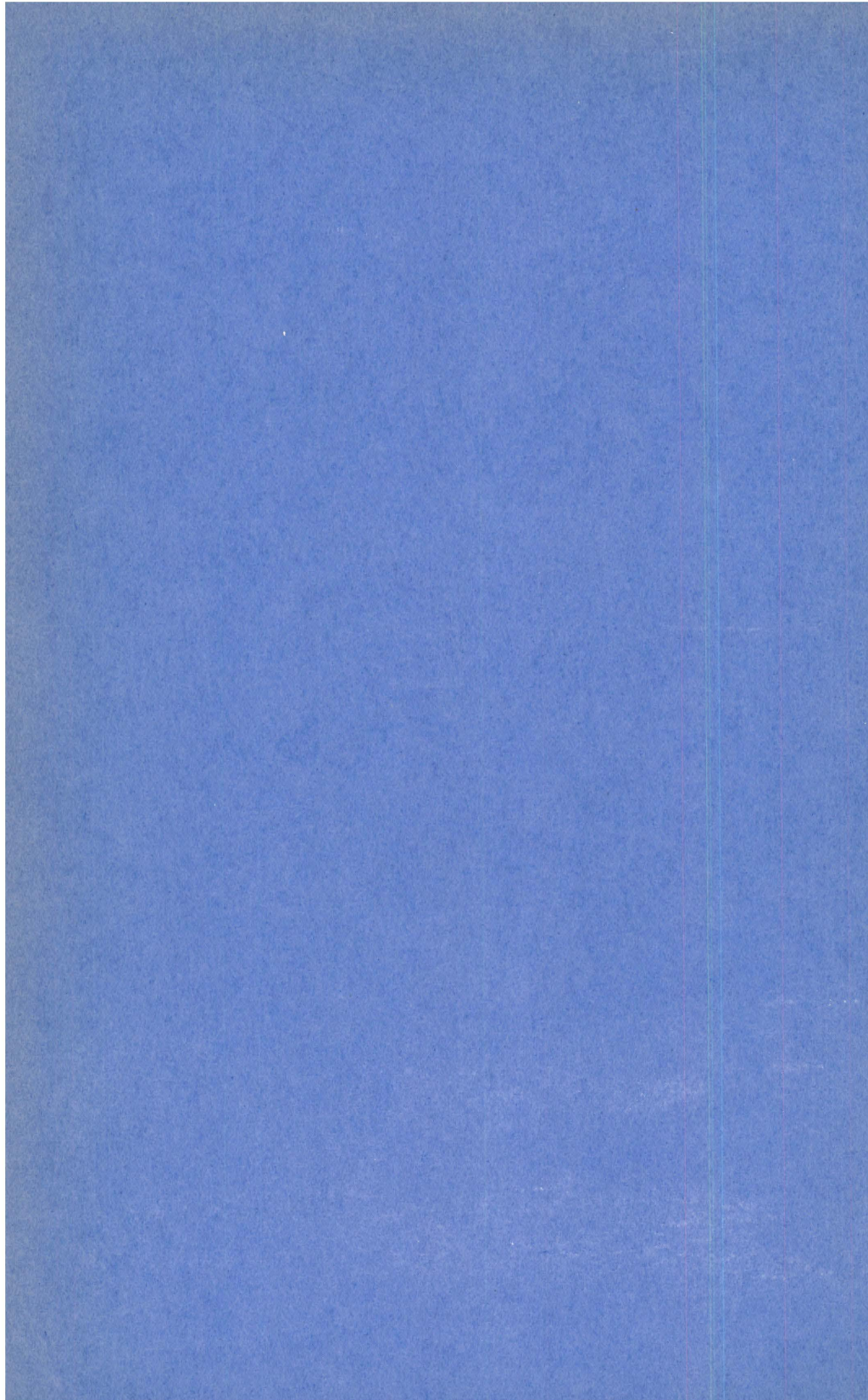
# MAINE STATE POLICE



## BIENNIAL REPORT

—  
AUGUSTA  
1944 ——— 1946





State of Maine  

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Department of  
State Police  

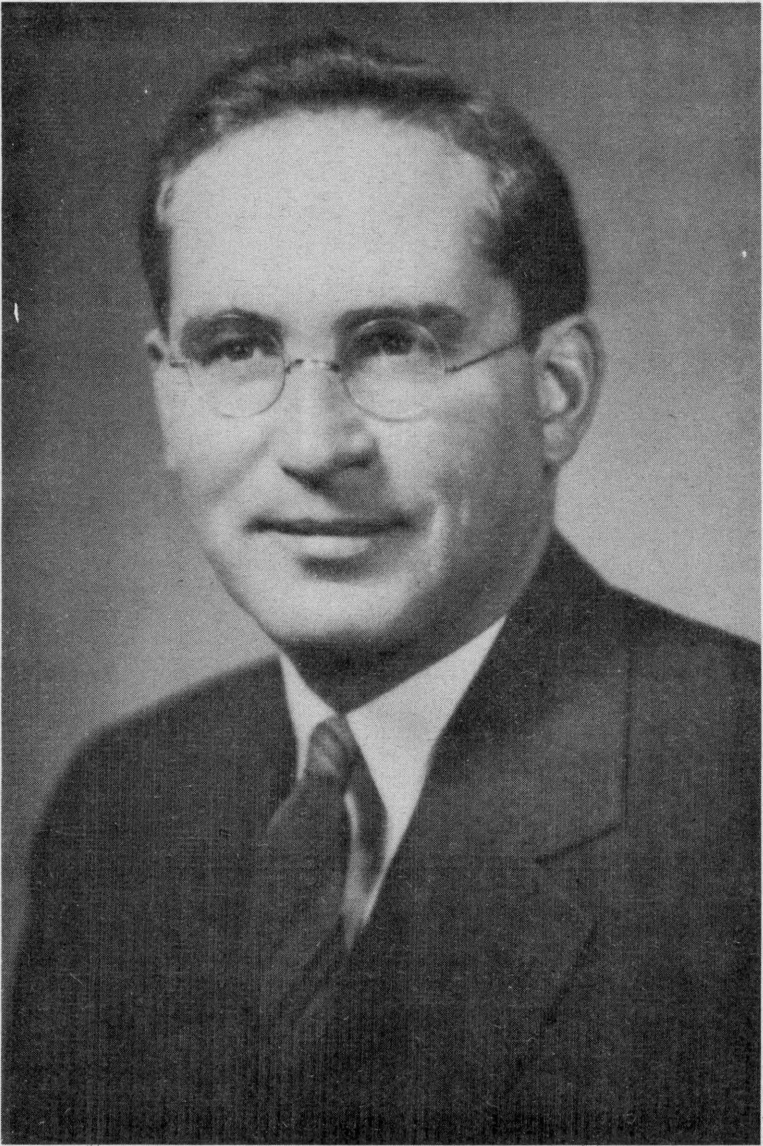
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Biennial Report

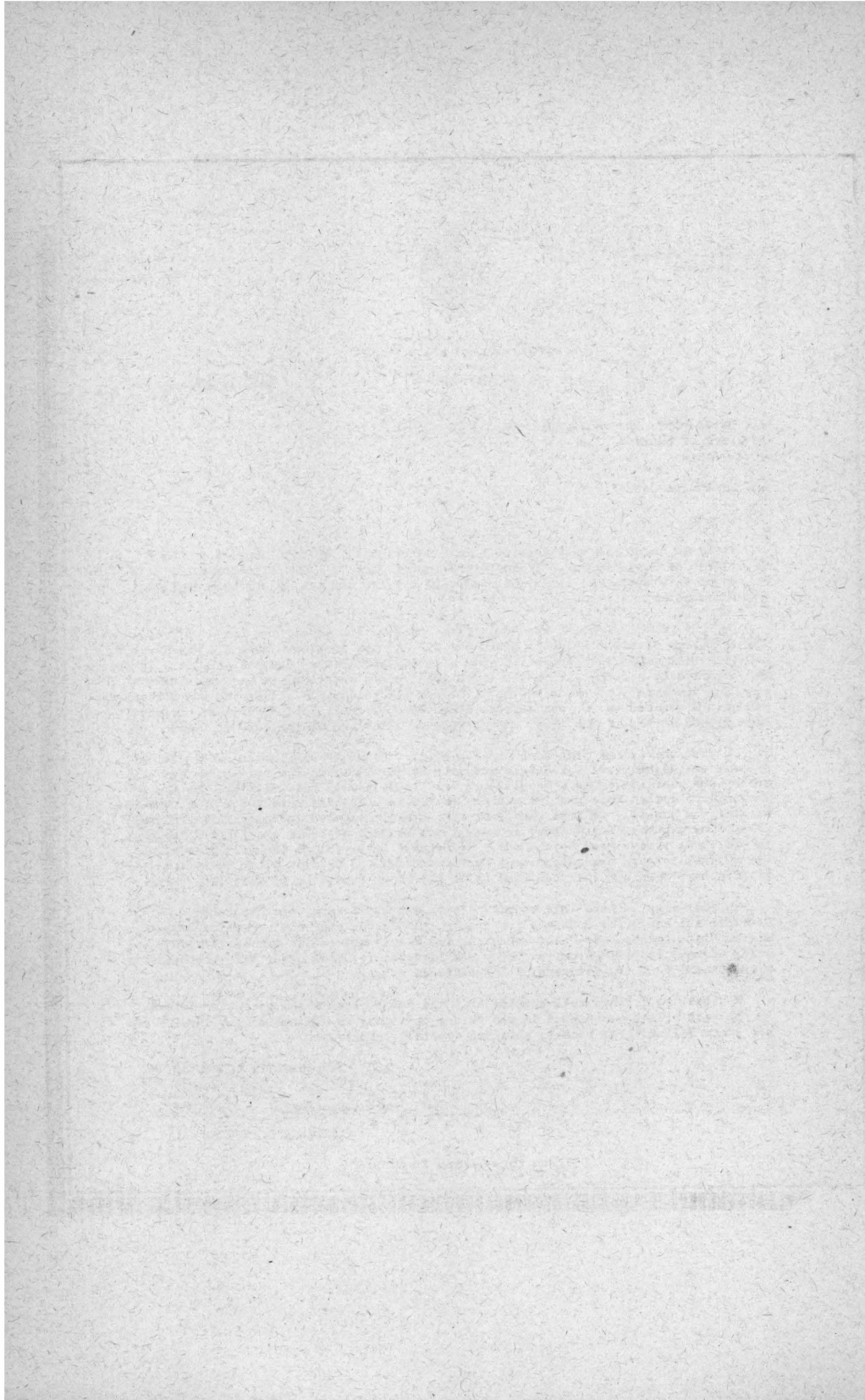


July 1, 1944 to June 30, 1946





HORACE HILDRETH  
GOVERNOR OF MAINE





ALL COMMUNICATIONS TO BE ADDRESSED TO  
CHIEF, STATE POLICE



IN REPLY PLEASE REFER  
TO FILE \_\_\_\_\_

DEPARTMENT OF STATE POLICE  
66 HOSPITAL STREET  
AUGUSTA, MAINE

July 1, 1946

His Excellency, Horace A. Hildreth  
Governor of Maine  
State House

and Executive Council

Gentlemen:

It is an honor and privilege to submit herewith the Biennial Report of the Department of State Police for the period ending June 30, 1946. In preparing this report we have attempted to furnish you with a brief outline of our most important departmental activities.

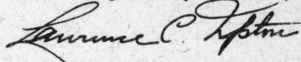
As this report is being written, we are nearing the end of the first year after the cessation of hostilities in World War II. We can look back over the war years and view with pride the accomplishments of this Department. The State Police Officers supplemented by a few civilian employees readily met every demand made upon them and, for the most part, handled the difficult situation in a courageous and efficient manner. I commend to you our employees who by their faithful performance of duty have proved worthy of the trust and confidence which has been placed in them.

We view the future with some apprehension. The motor vehicular traffic on our streets and highways will increase manifold during the next several months and during the year 1947. As a result, our traffic toll will rise rapidly. We are prepared to combat this problem and are geared to use every resource at our command. We hope and honestly believe that even with the anticipated increase in our highway traffic we can hold our highway accidents and fatalities below the figures reached in the three years prior to the war. We mention this problem in our letter of transmittal because the supervision and control of the flow of motor vehicular traffic have been and will continue to be the major functions of this Department.

We wish also to take this opportunity to express to you, our Honorable Governor and Executive Council, our sincere thanks for your whole-hearted support of the State Police. We fully recognize and deeply appreciate the assistance which we have received from you, from the Legislature, from other law enforcement agencies and from the citizens of the State of Maine.

We shall go forward well knowing that the cooperation which we have received in the past will be continued in the future providing we administer the affairs of the State Police in an honest, able and courteous manner.

Respectfully submitted,

  
LAURENCE C. UPTON, Chief

"ALERT TODAY---ALIVE TOMORROW"





CHIEF LAURENCE C. UPTON

Let reverence for the laws be breathed by every American mother to the lisping babe that prattles on her lap; let it be taught in schools, in seminaries, and in colleges; let it be written in primers, spelling books, and in almanacs; let it be preached from the pulpit, proclaimed in legislative halls, and enforced in courts of justice, and in short, let it become the political religion of the nation.

Lincoln

## MEMORIAM

Trooper Harold A. Ericksen was killed in action July 26, 1944, while serving in France as a Lieutenant Colonel in the Army of the United States. As a Colonel in the Army he led his men into battle never demanding of them any act that he would not gladly do himself. As a State Trooper he devoted himself honestly and untiringly to the duties to which he was assigned. The history of his life is the history of a man who served both his State and Country well.

Capt. William P. Hancock died at the United States Naval Hospital, Kittery, Maine, August 9, 1945 following a brief illness. He was a veteran of both World Wars and at the time of his death was serving as a naval officer in World War II. During the twenty years that he was associated with the State Police he won the esteem and respect of his fellow officers. He earned and justly deserves a reputation for honest, efficient and courageous law enforcement.

Sergt. James L. Young died at his home in Ellsworth, Maine, June 26, 1946. He was retired from active duty with the State Police November 2, 1938 after many years of honest and faithful service. He was one of the original members of the Department of State Police and during his tenure of office contributed much toward making this Department an efficient and up-to-date law enforcement organization. He was always an inspiration to the younger men and his influence will be felt for many years.





## INTRODUCTION

The State Police by law is charged with the specific powers and duties of patrolling the state highways and other important ways, especially outside compact portions of cities and towns, for the purpose of enforcing the motor vehicle laws. In addition to this function it is charged with the responsibility of administering the so-called Beano Law, the Outdoor Advertising Law and the laws relating to gambling at the agricultural fairs. The law further stipulates that the State Police, sheriffs, deputy sheriffs, constables, city marshals, deputy marshals and police officers of cities and towns shall insofar as possible cooperate in the detection of crime, the arrest and prosecution of criminals, and the preservation of law and order throughout the State.

Thus, the purpose of this biennial report is to make available to the Governor and Council, the members of the Legislature and the taxpayers of the State of Maine a brief resume of our departmental activities. It is hoped that such information as it is possible to include in a report of this type will reflect that the administrative officials and members of the State Police have constantly and diligently adhered to the dictates of the Legislature and that they have thus performed their duties in strict conformity with the rules and regulations which govern their activities.

In the first year covered by this report our Country was still at war and the State Police were engaged in carrying out its wartime program and emergency duties. Since the coming of the "V" days, our efforts have been directed toward peacetime standards and activities. During the war period the Department contributed substantially to the war effort by its contribution to the armed services and by its cooperation with all State and Federal agencies.

The end of gasoline rationing has created a serious threat to life and property. The State Police are making every effort to control this situation by increased patrol activities and checks for defective equipment. It was foreseen that with the coming of peace, the highway traffic toll would rise rapidly. Ahead of us are months and years during which more and better cars will travel our highways. The problems of traffic safety will increase as a result but we must never be complacent in the face of a staggering annual accident toll. Maine has a fine highway system and this will be constantly improved. Motor vehicles of ever-better design will travel our highways but the most vital factor in traffic safety will always be the human being. We must strive to have better drivers. This can be done through driver education in our high schools and by each of us recognizing our responsibilities as motor vehicle operators and citizens. The biggest part of our job can be best furthered through public understanding and observance of traffic laws and the common sense rules of traffic safety.

The State Police fully realize that we are now at the cross-roads in the progress of law enforcement. We must with proper public support either work out a constructive program for traffic control or watch the skyrocketing of traffic fatalities. If the latter should happen we fear that the State may lose some of its sovereign authority which it has so jealously guarded, and watch traffic law enforcement, particularly that section which operates in inter-state commerce, pass under Federal control.

Traffic law enforcement alone does not have to carry the full responsibility for meeting the challenge which is before us. The burden is shared by two other fundamental factors in an effective control program: Engineering and education, together with the enactment of good traffic laws and their proper enforcement constitute a basic and indispensable element of highway safety. In the face of eminent traffic changes ahead, let us fervently hope that the decisions made at this turning point will be the right ones and that the streets and highways shall not be 'bound in shallows and in miseries'.

## PERSONNEL

Good policemen are the basis for good police work. No matter what physical equipment a department has, no matter how well outfitted or uniformed it is, it will not be a good law enforcement agency unless the men employed are the highest possible type. A police department must have a sound and impartial recruiting plan with reasonable standard requirements. It must also maintain an efficient and up-to-date training program and have a fair and equitable promotion system.

Many inquiries have been made regarding certain rigid requirements the State Police has for recruits. Inquiries have also been made as to the methods which we use to promote our men to the various grades and ranks. Inasmuch as there is a general public interest in these two subjects, it appears advisable to devote a section of this report to them. It is not intended that it be a complete discussion of the two subjects involved, but that it will furnish general information as to the purpose of set procedure.

In a police department there is no such thing as 'normal times'. There are always new and challenging problems before us. The work is extremely varied and requires a wide range of talents and abilities. Every member should be selected with painstaking care to insure that he has the possibility of developing into an outstanding officer and that he has the ability and temperament to fit into the group in the best possible manner. Any group selected with extreme care will naturally have good discipline and excellent morale. They will develop into outstanding leaders and will win the cooperation of the members of the community to which they are assigned.

There is no set rule by which one can measure all of the individual characteristics of a police applicant. Even though a great deal of research has been done in the fields of personnel and scientific tests for measurements, it is still necessary that applicants be examined beyond the point of a written examination and an oral interview. Each of these phases has an important function in the selection of a recruit but beyond these it is necessary that investigation be made in an applicant's own community so that a complete record may be had of his habits, his character and his reaction to given problems while attending school. Briefly stated, all decisions for the selection of recruits must be made on facts relating to the applicant's own performance and not on opinions.

During the war we dispensed with the use of the written tests and depended entirely on the facts obtained through oral examination and the personal history and character investigation. However, starting in 1946 we put back into use the written exam-

ination. The written examination as now developed is supposed to measure a candidate to determine whether or not he has the equivalent to a high school education and whether or not he has sufficient intelligence to absorb the police instruction necessary for him to successfully carry on his work. The oral interview and the personal investigations which follow will give the selection board a fair aspect of a candidate's emotional stability, personal adjustment, appearance, ethical standards, sense of humor, perseverance, honesty, integrity and the similar points which are so basic to the proper evaluation of an applicant.

We do not contend that the selection system as now used by the State Police is perfect. We do believe that the plan will guarantee a good grade of police recruits. There is no single test or series of tests which will prove all of the factors that are necessary in a candidate if he is to become a first rate police officer. Careful selection, plus the fact that a candidate has to serve a probationary period, tends to assure citizens of Maine that they will have upright, capable and honest police officers in their service. Experience and experimentation has proved that there are certain sound basic qualifications a police officer must have. On the other side of the ledger experience has proved that the State must give to its police officers certain guarantees if the best possible candidates are to be available.

A few of the basic qualifications are herein briefly discussed:

AGE - One of the first qualifications to be considered is the age of the applicant. In Maine we have a minimum age requirement of twenty-one years and a maximum age limit of thirty-five years. The minimum limit of twenty-one years is considered too low by many police recruit authorities. It is their contention that men of this age will lack stability and that as a general rule their judgment may be hasty. However, we believe that this factor is offset by the fact that men of this age group are flexible, generally willing, anxious and able to learn. They have not established habits of doing things their own way and may be molded by proper training into excellent police officers. Because of military training and war service there are now men available who, at twenty-one, are more mature than men a great deal older were under normal situations. It would appear that our minimum age requirement as established is entirely satisfactory for the recruiting of police officers for this Department.

In considering the maximum age we believe that the present age limit of thirty-five years is too high. The thinking back of this is that if a man has not already become definitely established in a life work before he reaches his thirty-fifth birthday it is an indication that he never will become too well established in any one line of work. He has also reached the point where he has



definite ideas of his own, believes that he knows a great deal more than he actually does and is difficult to teach. Added to this is the retirement responsibility which is borne by the State. A recruit enlisted at age thirty-five would not become eligible for retirement until he reached his sixtieth birthday. While there are exceptions to the rule, it is generally conceded that no person should be serving a police department, except possibly in an administrative position, after he becomes fifty-five years of age. No immediate steps will be taken in this regard, but in a few years serious consideration should be given to lowering the maximum age limit from thirty-five years to at least thirty years of age.

**EDUCATIONAL REQUIREMENTS** - We have established for our police candidates a minimum educational requirement of a high school education or its equivalent. The reason for this is evident. A police officer needs much of the knowledge received in high school if he is to successfully carry out his duties. He must have a good working knowledge of mathematics, elementary physics, elementary chemistry, english, composition, civics, history and similar subjects. Our educational requirements are as low as they should be and no attempt should be made to bring men into the Department who cannot meet this qualification.

**RESIDENCE** - The State Police regulations require that a candidate, to be eligible for enlistment, must be a resident of the State of Maine. This policy appears satisfactory. Maine men have more interest in Maine affairs. They have better knowledge of the geography of the State. They know many of the people with whom they will have to deal and are acquainted with Maine customs. There is another decided advantage in selecting Maine residents because a more complete and searching investigation may be made of their activities prior to the time that they filed their applications for consideration for enlistment in the State Police.

**PHYSICAL CONDITION** - The very nature of police work requires that a police officer be in excellent physical condition. Great care must be taken that a recruit be in perfect physical health, not only because of the duties that he must perform, but so that he will not become a liability to the Department within a few years. Every care must be taken at the outset to exclude those men who are poor physical risks.

**HEIGHT** - We have a minimum height requirement of 5'7". Many police departments have a maximum height limit but this policy has never been adopted in Maine. A minimum height requirement is necessary. While doubtlessly there are a number of able-bodied police

officers under 5'7", other things being equal, a taller officer is at an advantage in commanding respect. In addition it makes for a more uniform and better appearing force.

**WEIGHT** - The weight of an applicant should as a rule be related to his height. We have a minimum weight requirement of one hundred and thirty-five pounds. Nevertheless, we leave it to the examining physician to determine whether or not the applicant is heavy enough to be in good health or whether he is too heavy for his age and weight. We use as a guide the height-age-weight relationship chart which has been set up for insurance standards.

**PROBATIONARY PERIOD** - The probationary period of six months which is established by State law is a part of the selection procedure. During this period an officer may be summarily discharged from the Department. This entire period must be utilized to assist in and improve the selection procedure. The final measure of how good a police officer a man will make must be determined by actually putting him in the police service. While a good selection system will cut the number to a minimum, no procedure has yet been devised which will not permit a certain number of unqualified candidates to slip through. We believe that our probationary period should be extended to one year. The training school is in operation for a period of nearly four months and this leaves only two months to observe the probationary trooper while he is assigned to work with selected older officers. A bill to affect this change will be presented to the 93rd Legislature.

Where we expect our candidate to measure up to the specifications as herein set forth, we also expect that the State will assume its share of the responsibility and offer the candidate something else besides just a job. With the exception of salary and working hours, the State of Maine has fully met its obligation to the members of the Department of State Police. Advancements have been made during the past four years in reducing the number of working hours and increasing the pay. However, much more must be done in this direction. Pay increases should be made and working hours should be reduced in comparison with the increase in personnel.

The force has built up a reputation whereby a State Police officer is recognized as a useful and important citizen of the community. He is respected because of his position. He is at least a semi-professional man and can elevate himself to professional level. His job is secure. Under our enlistment and courts-martial system an officer cannot be removed as long as he

performs his duties honestly and well. There is an adequate pension system which provides security after the officer has reached the retirement age. There is always opportunity for advancement and the men receive training and guidance in improving themselves as police officers and citizens. State Police work as now established in Maine can well be an honorable, lifetime career.

Establishment of effective requirements for promotions presents one of the most trying problems in the police field. Better means of holding well-qualified men in the police service can hardly be found than the inducement of possible promotion to the better paid and more responsible positions. Yet there are definite limitations on the number of promotions which can be made. Not all qualified members, not even a substantial percentage of them can be officers or administrators. The great bulk of the force must remain in the lower brackets. It is for this reason that promotions must be made with exceptional caution. How to select the most deserving and the most capable is the problem. This Department, from time to time, has changed its promotional plan. In the early days of the Department promotions were made almost entirely on the seniority basis. This served to reduce dissentment among the personnel and glorified length of service, but it prevented the young and exceptionally qualified officers from rapid advancement and thus destroyed that control by the police executive which is indispensable to effective police administration. Over a period of several years we have attempted to set up a plan which would take into consideration all of the various angles which should be studied when an officer is promoted. While parts of our present procedure have been used for several years, it was not until two years ago that a definite form of procedure was instituted. The plan was reduced to writing and presented to all the officers and men for their approval and comments. Certain changes were made. These were based primarily on recommendations received from the troopers. Thus, the promotional system now in use by the State Police has been approved by the very men whom it will affect.

The promotional plan is patterned somewhat on recommendations made by the International Association of Chiefs of Police. Certain changes were necessary so that it would comply with our law and with our rules and regulations. By this procedure we take into consideration all the qualifications which go to make a good supervisory officer, but still at the same time we do not overlook the fact that some credit should be given for senior rating. For the most part the promotion is based on an applicant's knowledge of police work, performance of duty, seniority, intelligence and adaptability. The promotions to the various grades are determined in the manner outlined in the following paragraphs:

(a) CAPTAINS - The promotion to the rank of captain as established by the police rules and regulations is

left entirely to the discretion of the Chief. In making the promotion he is limited only by the provisions of the regulations which stipulate that a captain must be selected from among the lieutenants who have had two years of service in that particular grade. However, the Chief has thus far as a matter of policy appointed the senior lieutenant to the rank of captain. This is not a hard and fast rule because it is recognized that a situation may arise whereby the senior lieutenant because of his specialized work may not be well qualified for a certain vacancy in the captaincy rank. The promotion to this rank is purposely left flexible because it is believed that the Chief should have full authority, subject to the rules and regulations, to appoint his immediate subordinate officers.

(b) **LIEUTENANT** - The State Police rules and regulations provide that a sergeant after two years of service in that grade may be appointed to the rank of lieutenant. To facilitate these selections and to keep them on a fair and equitable basis, a rating system has been established. This plan must be followed by the State Police selection board when these promotions are made. The following procedure and ratings are used in selecting a sergeant to be promoted to the rank of lieutenant:

Knowledge of Police Work

4 Points

Shall be determined by a written examination prepared and supervised by not less than two captains of the State Police. Said Board of Examiners shall be appointed by the Chief. The examination shall consist of questions on Criminal Law, Motor Vehicle Law, Criminal Procedure and Police Practice and Procedure. Each sergeant must receive a rank of at least 70% in the examination to be considered for the promotion. The sergeant receiving the highest rank will be given full four-point credit and the others who receive a rank of more than 70% will be given the proportional part of the four-point credit to the nearest one-quarter of a point as the rank indicates.

Performance

4 Points

Shall be determined by the Chief and the Board of Examiners; to be based on the Efficiency Reports and the past activities of the sergeant as to the completeness of reports, procedure in carrying out orders, attitude toward superiors, and general previous conduct as a police official. The sergeant or sergeants receiving the highest rate will be given the full four-point credit and the others will receive the proportional part thereof to the nearest one-quarter of a point.

Seniority

1 Point

Full point credit shall be given to the sergeant having the largest number of years of service with the State Police. In case one or more sergeants received their original appointments on the same date the one-point credit is to be given to each.

Intelligence and Adaptability

1 Point

Shall be determined by the majority opinion of the captains of the State Police; to be based on whether or not the sergeant has the aptitudes as to leadership, enforcement of fair discipline, impartiality and ready-shouldering of responsibility. Full one-point credit shall be given to the sergeant who has the highest rating in this regard in the opinion of the captains. In case of a tie, the one-point credit may be given to more than one sergeant.

(c) SERGEANT - The procedure for the promotion of a trooper to the grade of a sergeant is similar to that used in promotion of a sergeant to the rank of lieutenant. This also is governed by the State Police rules and regulations and a General Order. The rules and regulations provide that members of the State Police after three years of service therein may be appointed to the grade of sergeant. The following procedure and ratings are used in selecting a trooper to be elevated to the grade of sergeant:

Knowledge of Police Work

4 Points

Shall be determined by a written examination prepared and supervised by not less than two of the commissioned officers of the State Police. Said Board of Examiners shall be appointed by the Chief. The examination shall consist of questions on Criminal Law, Motor Vehicle Law, Criminal Procedure and Police Practice and Procedure. Each trooper must receive a rank of at least 70% in the examination to be considered for the promotion. The trooper receiving the highest rank will be given the full four-point credit and the others who receive a rank of more than 70% will be given the proportional part of the four-point credit to the nearest one-quarter of a point as the rank indicates.

Performance

4 Points

Shall be determined by the Chief and the Board of Examiners; to be based on the Efficiency Reports and the past activities of the trooper as to the completeness of reports, procedure in carrying out orders, attitude toward superiors, and general previous conduct as a police official. The trooper or troopers receiving the highest rating will be given the full four-point credit and the others will receive the proportional part thereof to the nearest one-quarter of a point.



Seniority

1 Point

Full point credit shall be given to the trooper having the largest number of years of service with the State Police. In case one or more troopers received their original appointments on the same date the one-point credit is to be given to each.

Intelligence and Adaptability

1 Point

Shall be determined by the majority opinion of the commissioned officers of the State Police; to be based on whether or not the trooper has the aptitudes as to leadership, enforcement of fair discipline, impartiality and ready shouldering of responsibility. Full one-point credit to be given to the trooper who has the highest rating in this regard in the opinion of the commissioned officers. In case of a tie, the one-point credit may be given to more than one trooper.

## POLICE TRAINING

The range of police activities that must be undertaken and the complex factors involved in their proper performance place a premium on knowledge and ability. It is extremely essential that officers who have the responsibility of public welfare must be properly trained. The schooling and general knowledge which the average man possesses when he enters the police service is not sufficient to enable him to do the many tasks he is called upon to perform. It is, therefore, necessary for a police organization to maintain regular training schools for its men.

We have continued to operate an efficient recruit training school for each group of officers who enter the Department. We have supplemented this training by in-service training, conferences, departmental bulletins, correspondence courses, and other similar means of providing proper police training.

The program for the training of recruits is much more extensive than that of in-service training. This has appeared necessary because the training and instructions which an officer receives in his first year with the Department does to a large extent mold his conduct and procedure for his many years of police service. The value of early police training cannot be over-estimated. This was emphasized by Gordon H. Sheehe, Director of Training at Northwestern Traffic Institute, Evanston, Illinois in an address which he presented to the State and Provincial Section of the International Association of Chiefs of Police at the 1944 Annual Conference held at Cleveland, Ohio. Mr. Sheehe stated that adequate police training schools must be operated to determine and eliminate erroneous beliefs the recruit may have as to what his job is and what his attitude as an officer toward the public should be; to indoctrinate him with the real policeman's philosophy and the spirit of serving in an honorable and respectful way; to develop the new officer's confidence in his own ability, give him the knowledge and develop in him the skill which will justify that confidence; to convince each recruit of the need and rightness of his work and of the true position and responsibility of the police in the life of the community or state; to develop his respect for authority and discipline as well as his ability to discipline himself and maintain his own morale; to develop each officer's pride in his organization and comradeship and loyalty to each member in his organization; to aid each recruit in learning the basic information about his job such as the techniques and procedures which he will need immediately; to develop in him the skills and abilities that will be needed such as how to shoot, how to render first aid; how to defend himself, how to drive a car, how to operate a motorcycle, how to service his equipment, how to affect arrests and the many other techniques and skills which he must use in his work; to

acquaint the new officer with departmental procedure and regulations; to inform him about departmental policies both those governing the operation of the Department as well as enforcement policies so that uniformity of action among all members of the force will be developed; to acquaint the recruit with all departmental forms which he will have to use; to teach him not only how to make out the forms but the purpose and value of such records; to develop the student officer's background especially about such matters as the history and points of interest in his city and state, the story of his government and the relationship of his Department to the other branches of government, the history of the Department and of policing generally and the background of traffic accident investigation and crime problems; to prepare the officer to feel at ease in the presence of strangers or groups; to develop poise especially in the presence of crowds or emergency situations; to interest him in studying human nature; to develop the health and physique of the officer; to aid him in maintaining a hygienic standard of living and to develop in the officer a desire for more knowledge and provide him with reference subjects and sources of that knowledge.

The police department whose police training program does not provide for ample training above the recruit level is inviting the same degree of inefficient performance among its administrative officers and supervisory officers as would be expected among the rank and file policemen if no recruit training had been provided to fill their needs. The in-service training to cover advanced police education has been neglected somewhat during the war period. This was necessary because the instructors and the men were needed in the field to carry out the daily routine activities of the Department. However, now that the majority of our men have returned from the military services, recruits have been or are being selected to fill our vacancies, it will be possible to once more institute periodic in-service training classes. These for the most part will be conducted through correspondence courses, classroom work, and lectures at our several barracks. We propose during the next biennium to have at least one regular in-service training session at our state training school.

It is hoped that the day is not too far distant when the State of Maine will have a regular police academy. As recommended in previous reports, such an academy could be sponsored by the State government and conducted at the State University or at one of our colleges. Such an academy would provide training for the State Police, members of the county sheriff organizations, the municipal police and laymen who are interested in making police work a profession. Such an academy would be a good investment for the State of Maine. It would provide central training at a small cost per officer and would assure the citizens of the State that all of its law enforcement representatives were qualified to perform the duties expected of them. The control of the academy

could be vested in a board, the members of which would include representatives from the State Association of Chiefs of Police, the State Police Department, the County Sheriffs and the Vocational Division of the State Department of Education. The academy could be financed by state appropriation or a statewide central police training school could be operated by contributions from each department benefiting from it. If this does not appear feasible the academy could be operated on a tuition basis. Tuition fees of one hundred fifty dollars for a four-months basic police course and twenty dollars for a two-weeks advanced course would not be exorbitant. No small department could train its officers for that instructional cost. We believe that if all law enforcement departments within the state were to send their personnel to a central police academy the number of students would be sufficiently large to conduct at least one session each year.

There is no substitute for police education any more than there is a substitute for education in other fields of endeavor. A Police officer should no more be permitted to assume the functions of his office without proper education and training than should a school teacher, lawyer, doctor or other groups in the professional field. If such a well-planned training program is not provided police officers must learn how to carry out their responsibilities and endeavor to improve their performance in a hit and miss fashion on their own initiative. They must resort to doing the best they can and profit from their mistakes or watch how others do the job and imitate what seems to be effective. Learning in this way extends over a long period of trial and error experience. It is costly in many ways to the department. The public does not get the efficient police service it pays for and the citizens are likely to be the victims of well-meaning, but uninformed police officers.

## DIVISION OF TRAFFIC AND SAFETY

The problem of traffic safety is as critical as any we have confronting us and can only be solved by the determined action of police officials and each and every individual. Otherwise we will see a disasterous rise in motor vehicle deaths and serious injuries as new automobiles begin to appear to increase traffic on our highways. As we prepare this report at the close of the biennial period, we have already seen a rapid rise in automobile accidents. With the announcement of the "V" days and with the end of gasoline rationing, accident tolls started on a sharp incline and have continued steadily. Records on file in this Division reflect that in 1944 there were 1922 accidents reported. As a result of these accidents 119 people were killed and 770 injured. More than half of our traffic deaths in Maine for this particular year were pedestrians. For the year 1945 there were 2,329 accidents reported to the Division of Traffic and Safety; 163 people were killed and 1,299 injured as a result. For that year there was a slight reduction in the proportion of fatal accidents which involved pedestrians in that of the 163 fatalities, 68 were pedestrians.

One of the numerous functions of this Division is the collecting, filing and recording of accident reports prepared by the members of the Department and by other law enforcement agencies in Maine. Prior to July of 1945 accident reports were submitted to the Division on a voluntary basis with the exception of those filed by the State Police. The Legislature, in 1945, passed an Act making it mandatory for all law enforcement officers who investigate accidents to report the same to this Division. The law further stipulates that all drivers involved in accidents must forward forthwith an individual accident report. These reports are used for the administration of the Financial Responsibility Law.

During the biennium there have been many outstanding activities designed to further a constructive program for traffic and highway safety. For the purpose of this report it is sufficient to outline briefly the four outstanding activities, i.e., The Brake Emphasis Program, The Police Traffic Safety Check, The New England Governors' Conference Committee on Street and Highway Safety and The President's Highway Safety Conference.

The Brake Emphasis Program - sponsored by the International Association of Chiefs of Police and cooperating agencies from among the Nation's safety organizations and industries was a program designed to call to the attention of the motorists the mechanical condition of the vehicles which they were operating. It was conducted on a Nation-wide basis and all States of the United States and the Provinces of the Dominion of Canada participated in the endeavor. The Brake Emphasis Program was conducted from April 16th to June 1st, 1945. It was made necessary by the wartime demand for conservation of cars which



could be affected through traffic accident prevention and careful car maintenance. The program was planned for a time when circumstances were most conducive to traffic accident increases. A sizeable upswing in traffic accidents usually occurs in the Spring of the year. Cars were older on an average than ever before in history. Motorists, because of wartime limitations had lost much of their driving skill. Roads, with construction and maintenance curtailed to meet war needs, were in poorer condition generally than in prewar years. To these factors were added the hazards of high speeds and a resultant decline in caution because the war seemed near its end.

Victory in Europe was announced exactly in the middle of the brake check period, but even before the war was half over travel mileage was on the increase and the traffic toll, too, was going up. A broad picture of car condition in the United States and Canada was gained from this program. The immediate result of six weeks of brake checking by the police was the revelation that on an average one car in seven of those checked on the highways of the United States and Canada had brakes which were in poor to dangerous condition. The average for the State of Maine followed very closely the National average. Another important result was the fact that mechanical condition of cars and its importance to traffic safety was brought home to millions of car users and in addition was forcefully called to the attention of the police themselves. Two developments of lasting benefit resulted from the program: 1. The increased interest in periodic vehicle inspection, and 2. The stimulation of interest among enforcement groups in their traffic safety programs. These immediate results cannot tell the whole story of what the brake check achieved any more than an extensive six-week effort can take the place of day-in and day-out traffic enforcement by the police. Thus, alertness on the part of the motorists to safe driving practices and continued careful maintenance of cars are of utmost importance.

The Police Traffic Safety Check - The Brake Emphasis Program proved so successful that the officers of the International Association of Chiefs of Police felt that some similar program should be conducted in the Spring of 1946. It was believed that a more extensive program should be carried out than for the previous year and a general police traffic safety check was established. The Traffic Safety Check was conducted along similar lines as the Brake Emphasis Program, but in lieu of placing the emphasis on brakes only, a check was made of the brakes, lights, tires, windshield wipers and horns. In addition to this, emphasis was also placed on the operator himself and each driver interviewed was given a leaflet entitled, "Check Your Driving - Check Your Car - Check Accidents". This three-fold message was carried to every citizen through police action backed by folders, small leaflets, advertisements in newspapers and radio publicity.

The Police Traffic Safety Check, coming as it did just before the opening of the first peacetime tourists season since 1941, undoubtedly will play an important part in stemming too great a rise in highway fatalities which must inevitably be expected with an increase in traffic mileage. By various means the message was given to our people that if the victorious nations are not to exchange casualties on the battlefields for slaughter on the highways, public and private agencies concerned with traffic safety must in every way work relentlessly to prevent traffic accidents. The widespread cooperation shown in The Police Traffic Safety Check encouraged those connected with the check to believe that the threat of a mounting traffic toll is a generally recognized public enemy. It is hoped that in these days of hard-won peace that every motorist and every pedestrian will be alert to his individual responsibility of furthering safety on the highways.

The New England Governors' Conference Committee on Street and Highway Safety - The New England Governors recognizing that the end of the war would bring about many social, cultural and economic problems, not the least of which would be the ever-present problem of safety on our streets and highways, appointed in 1945, a committee known as the New England Governors' Conference Committee on Street and Highway Safety. The Committee was composed of five members from each of the New England States. Represented on this Committee were the various state departments and private agencies whose primary concern is that of traffic safety. The Committee was given the duty of examining and studying all existing traffic laws and programs in the New England States. It was requested that upon completion of this study a recommended program be given to each of the six governors which would cover all the various phases of the problem and would, insofar as is possible, formulate uniform traffic procedure for all New England. The recommendations made by this Committee follow so closely those which were made later by the representatives of the President's Highway Safety Conference, that it seems advisable to incorporate the recommendations of both Committees.

The President's Highway Safety Conference - was held in Washington, D.C., May 8,9,10, 1946. The conference brought together in deliberation on this problem a large number of representative federal, state and local officials, civic leaders, highway transportation and traffic technicians and leaders of national organizations of many kinds and interests. The Conference reviewed the facts and recommendations developed by eight committees working over a period of months and consolidated these into an active program. Many of the New England representatives were members of the New England Governors' Conference Committee and they took to Washington with them the plans which had been developed by this Committee. The activities of the Conference were divided into units relating to laws and ordinances, accident records, education, enforcement and engineering, motor vehicle administration, public information and organized public support.

We are listing in this report only those recommendations which were made by the New England Governors' Committee and the President's Conference which appear to be of primary importance to the State of Maine. It is gratifying to note that many of the recommendations made by these various Committees are already in effect in this State.

#### Laws and Ordinances

The New England Governors' Committee and the President's Conference emphasized the importance of uniformity of state and local traffic laws and regulations and recommended adoption by all states and municipalities of the standards set forth in the Uniform Vehicle Code and the Model Traffic Ordinances. Specific recommendations to these ends were as follows:

(a) That states recognize the need for uniformity in text for the rules applicable to traffic movements and for uniformity in substance as to all other provisions of the Uniform Vehicle Code and that the laws of each state follow the Uniform Vehicle Code arrangement and sequence.

(b) That the responsible state officials currently advise their governors and legislators as to the conformity of legislative proposals with or departure from the Uniform Vehicle Code and that proposals which depart essentially therefrom be disapproved.

(c) That municipal ordinances and administrative regulations respecting motor vehicles and their use be similarly reviewed and revised to bring them into conformity with the Model Traffic Ordinance and with essential provisions of the Uniform Vehicle Code.

(d) That uniformity in traffic signs, signals and markings in conformity with the Manual on Uniform Traffic Control Devices be attained by cooperative action of local, state and federal street and highway authorities.

#### Accident Records

Recommendations were made that the collection and analysis of traffic accident reports be put on an effective basis throughout the Country and that full use be made of these records in guiding highway safety activities. The specific measures recommended by the New England Governors' Committee and the President's Conference are already in effect in Maine. Therefore, these recommendations need not be listed.

#### Education

Recommendations were made that the American Schools at all levels conduct traffic safety programs which will give adequate

guidance in accident prevention to more than thirty million young people and which will prepare them to shoulder their future responsibilities in a motor age. Specific recommendations to this end are as follows:

(a) The elementary schools to provide a safe school environment; prepare or revise courses of study in safety to emphasize traffic problems; encourage safety activities among student organizations and, where needed, organize safety patrols and safety councils; coordinate the program with home and community safety activities, providing qualified supervisory personnel whenever possible.

(b) The secondary schools to provide driver education and driver training as an integral part of the curriculum for students approaching legal driving age and other safety activities for all age levels in the secondary schools. Standards for driver education should enable students to exceed the state driver license requirements; determine the adequacy of the safety instruction program in relation to traffic needs; correlate it with present courses; and utilize co-curricular activities, student organizations, etc.

(c) The colleges and universities to instruct their students in safety education programs which include traffic safety and driver education with provisions for developing elementary and secondary school programs; they should cooperate with school administrators in organizing extension courses, workshops, conferences and other aids to in-service training; opportunities should be offered for advanced study and research.

State, county and city superintendents and supervisory officers should organize activities for the in-service training of teachers in traffic safety; include traffic safety in a state and regional teacher conference programs; and provide instructional materials such as textbooks, visual aids, bulletins, posters and driver testing equipment. Teachers should be encouraged to participate in school and community traffic safety activities.

(d) Administrative or supervisory personnel should be given responsibility for development of a complete program in public transportation, including the adoption and enforcement of vehicle standards recommended by the 1945 National School Bus Conference, and should establish procedures that will insure the selection and training of qualified drivers and maintenance personnel. Suitable vehicles should

be provided to prevent overloading and pupils should be trained in safe bus transportation habits. School bus patrols should be encouraged where needed.

#### Enforcement

Recommendations were made that state and cities conduct continuing traffic law enforcement programs of the type that will induce maximum voluntary observance of driver and pedestrian regulations by creating an adequate deterrence to violations. The general recommendations to this end were that the courts, prosecutors and police departments should be given adequate personnel, properly selected and trained, modern facilities necessary for efficient operation and sound administrative organization and direction; and that corruption, special privileges and political interference be eliminated from enforcement procedure.

#### Engineering

Recommendations were made that engineering principles and techniques for the elimination and diminution of physical hazards and for the safe, efficient control of traffic movements be fully utilized by all appropriate agencies concerned with highway transportation. Specific measures to this end were recommended as follows:

(a) Greater attention to safety and operating factors at the design stage of vehicles and roadways looking forward to continued improvement in brakes, headlights, driver vision, directional signals, tires, wheel rims and bumpers. Modernization of principal streets and highways, with general application of the standard policies and guides developed by the American Association of State Highway Officials, The Public Roads Administration and other appropriate agencies.

#### Motor Vehicle Administration

Recommendations were made that each state adopt sound policies and procedure in the field of motor vehicle administration with special attention to driver licenses, vehicle inspection and other regulatory measures affecting highway safety. Specific recommendations were made to the end that a sound driver licensing program should be inaugurated through the adoption by all states of at least the minimum standards provided in Act 2 of the Uniform Vehicle Code.

#### Public Information

Recommendations were made that aggressive, continuing efforts be made by the several media of public information, by all public officials concerned and by every interested organization, to disseminate the facts about highway safety

to the public. To this end it was recommended that information and activities should be coordinated in the community, the state and the Nation and should seek to inform the public generally on where, how, why and when traffic accidents occur; promote wider understanding of and support for the necessary engineering, enforcement and educational measures which have been recommended.

Statistics have revealed a mounting toll of unnecessary loss of life and property, unnecessary because the drivers involved violate the basic principles of good driving. The need for driver education and driver training has been increasingly recognized. Constructive thinking on the problem conceives an educational pattern in which driver education and driver training for youth takes an ever expanding place in meeting present and future community needs. A large number of our states have already added driver education and driver training to their high school curriculum. In Maine many feeble attempts have been made to inaugurate such a program for our secondary schools. It was not until 1945 that the authorities of this State, encouraged and supported by His Excellency, Governor Horace A. Hildreth, actually started a constructive program to establish driver education and driver training in our schools. An advisory committee on driver education and driver training composed of the Deputy Commissioner of Education, the Secretary of State, the Chief of the State Police and the Educational Consultant of the American Automobile Association was authorized to study the entire program and to make recommendations to our State Department of Education. As a result of this study the State Department of Education and the Maine Automobile Association published early in 1946 an Administrator's Manual for Driver Education and Driver Training for the use of the superintendent of schools and the principals of our high schools. Doctor Harry V. Gilson, the Commissioner of Education, in preparing the foreword for this manual, explained the purpose of this new project in the following manner:

"The story of Man's scientific and technical progress need not be developed here. It suffices to say that its impacts on daily living have been many and varied, precipitating new problems, needs and responsibilities.

"During the last 18 days of March there were 17 deaths in Maine, an average of nearly one a day, resulting from automobile accidents. Such appalling toll in life and property of avoidable accidents has highlighted an imperative need for a broad safety program. The New England Governors have recognized the responsibility and have appointed a committee to work on the problem. More recently, President Truman has concerned himself with the seriousness of the

situation and has called a national conference on Highway Safety.

"The school which concerns itself with the development of knowledges, skills and abilities essential to living and making a living should, after appraising the evidence, accept cooperative responsibility for a program of safety education. This manual deals primarily with education for highway safety, which is one very critical area. Its contents should receive careful consideration by school administrators in an effort to determine curriculum adjustments at the secondary level which can contribute to individual and common safety needs without the elimination of accepted fundamentals in the educational program."

To further the administration of this project and to acquaint the various school authorities with its purpose, the State Police will assign at least six officers who will devote a part of their time to visiting the schools when they open in September of 1946. It is hoped that the school authorities in Maine at the various levels of government will support and adopt this program as a part of our state educational requirements.

The advisory committee in filing its report stated that an effective program of driver education and driver training should include four things:

(1) Provide for the establishment of those sound principles and practices fundamental to safety and efficiency in traffic whether as driver or pedestrian.

(2) Build habits and perfect skills which will implement the basic principles and assure safe performance as a driver or pedestrian.

(3) Develop among high school youth the attitudes, appreciations and understandings essential to:  
(a) safe, sane and sportsmanlike use of streets and highways, (b) sincere acceptance of individual and group responsibility for conservation of life and property in traffic, (c) continued improvement of traffic conditions through programs of engineering, legislation, enforcement and education.

(4) Bring about (a) realization of the effects of physical, mental and emotional characteristics on drivers and pedestrians; (b) recognition of individual deficiencies which may affect traffic practices, (c) knowledge of the steps which should be taken to correct or compensate for such deficiencies.

As we face the future we must firmly resolve that we will not let this problem of street and highway accidents lay waste our human and material resources because we failed to adopt effective preventive measures. We accept highway transportation as a material and essential part of our everyday lives. Motor vehicles have brought about a peaceful revolution in living habits in business and industry, and in countless other ways that make the American standard of living the highest in the world. The world further demonstrates most convincingly our developments on automotive transportation. If we are to realize for the future the maximum return on our investment in this agency of transportation, we must face the facts and do something about the inefficiencies and wastes involved.

We are on the threshold of the greatest expansion in highway transportation we have ever experienced. The motor industry has a potential productive capacity of five to six million vehicles annually. The federal, state and local governments are planning the greatest street and road development program in history. To meet the challenge created by this unprecedented rise in highway traffic, the governors, legislators and state and local officials must coordinate their functions in the interest of simpler laws, uniformity of rules of the road, and improved enforcement and traffic control.



## ARREST STATISTICS

### Motor Vehicle Violations

	Fiscal Years	
	<u>1944-45</u>	<u>1945-46</u>
Accidents, failure to report	30	54
Accidents, leaving the scene of	71	117
Brakes, operating without adequate	127	147
Grade Crossing Law, violation of	1	1
Hire, operating with improper registration	26	41
Inspection Sticker, operating without	497	415
Insurance, operating without	-	1
Intoxicating Liquor, operating under the influence of	333	592
License, operating without	443	663
License, operating after suspension	30	24
License, obtaining under false statement of fact	5	2
Lights, operating with improper	38	39
Miscellaneous motor vehicle violations	104	165
No markings on trucks	34	14
Muffler, operating without	2	2
Number plate, illegal use of	7	9
Operating to endanger	22	65
Parking, improper	10	43
Parking, no lights	30	47
Passing on hill or curve	98	203
Reckless Driving	132	218
Registration, operating without	161	261
Registration, trailer without	23	17
Speeding	1000	1195
Stop Sign, failure to stop at	61	141
Traffic Signal, disregarding	-	2
Truck, no mirror	-	3
Truck, over weight	470	500
Truck, over height	5	13
Truck, over width	13	29
Truck, over length	<u>1</u>	<u>4</u>
<b>Total</b>	<b>3,774</b>	<b>5,027</b>

## STATE BUREAU OF IDENTIFICATION

The primary activity of this Bureau is the accurate recording and filing of fingerprints which are submitted by the various law enforcement agencies throughout the State. Following is a summary of the activities of the Bureau for the past two years:

### Fingerprint Cards Received:

Criminal	19,725	
Civilian	5,296	
Industrial	7,784	
Military	516	
Student Identification	55,266	
 Total		88,587

### Contributing Departments

Bureau	116		
Sheriff's Offices		Gardiner	112
Androscoggin	196	Houlton	32
Aroostook	812	Howland	1
Cumberland	613	Lewiston	2365
Franklin	113	Oakland	5
Hancock	6	Old Orchard	24
Kennebec	230	Old Town	374
Knox	3	Portland	1367
Lincoln	31	Presque Isle	798
Oxford	34	Richmond	3
Penobscot	15	Rockland	4
Piscataquis	6	Rumford	290
Sagadahoc	96	Sanford	142
Somerset	149	Skowhegan	64
Waldo	57	South Portland	301
Washington	77	Standish	2
York	201	Van Buren	11
Police Departments		Waterville	1372
Auburn	152	Westbrook	51
Augusta	330	Yarmouth	1
Bangor	1425	Institutions	
Bar Harbor	8	State School for Boys	172
Bath	318	State School for Girls	257
Belfast	241	State Refty. for Men	231
Brunswick	14	State Refty. for Women	156
Calais	1	Maine State Prison	403
Camden	54	Pownal State School	96
Dexter	5	State Police Troops	
Eastport	6	A, Wells	77
Fairfield	7	B, Scarborough	99
Fort Fairfield	181	C, Augusta	192
		D, Thomaston	75

State Police Troops, continued		Miscellaneous	
E, Bangor	89	Army	14
F, Houlton	133	Coast Guard	3708
		Marines	480
Other States		Navy	21
Alabama	461	WAC	1
California	10	Civil Air Patrol	1
Colorado	19	Dept. of Justice	3118
Connecticut	41	Treasury Department	1
Florida	2	Veterans Adm.	4
Georgia	1	USI & NS, Boston	1
Illinois	76	USI & NS, Portland	4
Indiana	1	US Naval Air Station, Brunswick	1369
Iowa	35	Provost Marshal, N.Y.	1
Louisiana	3	Pacific Overseas Service	1
Maryland	1	Wright Aeronautical, NY	2
Massachusetts	34	Civil Defense, Lee	41
Michigan	45	Civilian Defense, Lincoln	2
Minnesota	11	Civilian Defense, Springfield	59
Missouri	90	Bath Iron Works	4326
Nebraska	44	Great Northern Paper Co.	482
Nevada	1	Hollingsworth & Whitney	220
New Hampshire	8	Hyde Windlass Co.	134
New Jersey	11	Keyes Fibre Co.	89
New York	21	Lockwood Co.	533
North Carolina	31	N.E. Shipbuilding Corp.	1658
Oregon	1	Record Foundry & Machine	20
Pennsylvania	20	Wyandotte Worsted Co.	318
T. G. Cooke	176		
Texas	771		
Vermont	2		
Virginia	1		
		<u>Total</u>	33,321
		(This includes all cards received except Student Identification)	

## Crime Chart

Substantiated by fingerprints received during biennial period

<u>Crime</u>	<u>White Males</u>	<u>Black Males</u>	<u>Females</u>	<u>Total</u>
Accessory	17		1	18
Adultery	75	2	77	154
Attempt to commit crime	1			1
Alien	49		2	51
A. O. L.	5			5
Arson	37			37
Assault & Battery	483	7	22	512
Assault with intent to kill	90	6		96
Assault with intent to rape	45	1		46
Assault with intent to rob	8			8
A. W. O. L.	35			35
Breaking and Entering	509	2	12	523
Burglary	7			7
Carnal Knowledge	16			16
Causing Delinquency	2			2
Concealed Weapons	23	1		24
Conspiracy	27		2	29
Contempt of Court	3			3
Cruelty to Animals	5			5
Common Night Walker	3		3	6
Defraud	34			34
Disturbing the Peace	360	2	25	387
Driving Violation	404		8	412
Drunken Driving	684	4	9	697
Defaulted Bail	1			1
Danger of Vice	1		20	21
Desertion	5	1		6
Embezzlement	24		3	27
Escape	77		6	83
Evading RR Fare	9	1		10
Extortion	1		1	2
False Pretenses	47		2	49
Federal Violation	51	1		52
Fish & Game Violation	11			11
Forgery	151	1	7	159
Fornication	38		40	78
Fugitive	44		6	50
Felony	1			1
Gambling	79	4		83
Harboring Criminal	4			4
Idle and Disorderly	78	3	60	141
Incest	21			21
Incorrigible	81		4	85
Indecent Exposure	40	2		42
Indecent Liberties	98		1	99
Insanity	1			1
Intoxication	5929	65	408	6402
Investigation	192	9	50	251

<u>Crime</u>	<u>White Males</u>	<u>Black Males</u>	<u>Females</u>	<u>Total</u>
Impersonation	4			4
Juvenile Delinquency	3		5	8
Kidnapping	1			1
Larceny	945	9	87	1041
Larceny of auto	551		3	554
Lascivious Cohabitation	28		20	48
Lascivious Speech & Behavior	141	8	269	418
Liquor Violation	55		9	64
Loitering	26		2	28
Larceny from Person			2	2
Malicious Mischief	144		12	156
Manslaughter	34		5	39
Material Witness	7		2	9
Military Deserter	2			2
Miscellaneous	50		3	53
Murder	18		5	23
Misdemeanor	1			1
Mayhem	3			3
Narcotics	4			4
Neglect of Child	3		54	57
Night Lodger	945	13	8	966
Non-support	177			177
Nuisance	2	1	2	5
Parole Violator	12		2	14
Perjury	2			2
Prostitute and House	9	3	12	24
Peeping Tom	3			3
Rape	31	2		33
Receiving Stolen Property	27		2	29
Resisting an Officer	51		1	52
Robbery	69			69
Runaway	37		43	80
Safekeeping	66	2	18	86
Selling Mortgaged Property	6		1	7
Sex Crimes	49	1	1	51
Soliciting	1		3	4
Straggler	4			4
Suspicious Person	12		1	13
Shoplifting	2		8	10
Threat	11			11
Trespassing	3			3
Truancy	36		12	48
Vagrancy	88	2	4	94
Viol. City Ordinance	8		2	10
Viol. Probation	88	3	14	105
Viol. True Name Law	7		5	12
Viol. O.P.A.	6			6
Viol. Health Law			1	1
Wanted Person	3095	1641	148	4884
Worthless Checks	19			19
White Slave Traffic	2			2
<u>Totals</u>	16,794	1,797	1,535	20,126
Some fingerprint cards substantiate more than one criminal charge)				

The assembling of each subject's complete criminal record is equally as important as the filing of fingerprints. When new arrest records are received they are compared with records on file and all information relating thereto is submitted to the interested agencies. This service is extended to all law enforcement agencies in Maine, to many out-of-state Identification Bureaus and to the Federal Bureau of Investigation.

Identifications made between new fingerprint cards and those previously filed:	8,229
Criminal Records furnished to other departments:	58,054
Criminal Records received from other departments:	6,114

A special form is furnished to the law enforcement agencies in Maine for the reporting of additional arrests of persons whose fingerprints are already on file. This form, known as the Additional Record Sheet, may be used for all charges except felonies.

Additional Record Sheets received of persons whose fingerprints were previously submitted:	6,490
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In cooperation with the state parole officers and the county probation officers, this Bureau maintains a flag system which furnishes a constant record of all subjects listed in our files who are on parole or probation.

Probations flagged:	2,468
Paroles flagged:	
Maine State Prison	132
State Reformatory, Men	98
State Reformatory, Women	103
State School for Boys	127
Total	460

Bulletins of wanted and missing persons are received from 27 other departments throughout the Country. The names of these persons are placed in our index files, where every new record is checked for possible identification.

Bulletins received from other departments:	7,035
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Bulletins with fingerprints and photographs of escapees and parolee violators are issued upon request of the superintendents of our State institutions and parole officers. These bulletins are circulated throughout the United States and Canada.

Bulletins issued by this Bureau (36 individuals):	6,674
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During the war years a great deal of time was required in checking and clearing names for the various branches of the military services. This work has been reduced in volume since the curtailment of war activities.

Criminal record checks by name: 7,190

A marked decrease has been noted in the number of criminal photographs submitted by other departments. This is due in part to the limited supply of photographic material. However, our mug file has grown to the extent that it is advisable to establish a modus operandi photograph file. If this is done it will be particularly helpful in the identification of suspects through the use of photographs.

Criminal photographs filed during the biennial period: 10,657

### Student Identification

Approximately 100,000 students in Maine have now been fingerprinted. We are confident that a complete fingerprint file of school children in the State will prove invaluable, not only for personal identification, but also in the control of juvenile delinquency.

### Photography

The importance of photography in police work should not be overlooked. Our laboratory and darkroom are completely equipped for mugging criminals, photographing ballistics, latent fingerprints, and other articles. Equipment is also provided for photographing crime scenes and highway accidents. In many cases these photographs are enlarged and presented as evidence in court.

Negatives developed (Ranging in size from 3 $\frac{1}{4}$ " x 4 $\frac{1}{4}$ " to 8" x 10"):	1,883
Contact prints made of above negatives:	8,418
Projection enlargements	316
Photostatic copies	10,188
Total pieces handled:	20,805

In the field of applied science many cases were received and processed during the past two years. Over 450 articles were examined for latent fingerprints. Ballistics cases included microscopic examination and comparison of questioned and known bullets and shells, as well as identification of firearms and powder. Forged checks and documents, obscene literature, and anonymous writing were submitted for analysis and opinion. Microscopic examination and identification were made of animal and human hairs, and ax marks. Samples suspected of being blood, paint, sugar, ink, and oil were submitted for chemical analysis. Following is a summary of laboratory cases received, showing the type of case, as well as the type of crime involved:

Ballistics		
Assault to kill	1	
Fish & Game violation	9	
Killing Domestic Animal	6	
Malicious Mischief	5	
Violent Death	5	
Total		26
Chemicals		
Abortion	1	
Assault and Battery	1	
Assault with intent to rape	2	
Accidental Death	1	
Hit and Run	3	
Killing Domestic Animal	1	
Larceny	1	
Malicious Mischief	1	
Poisoning	1	
Violent Death	2	
Total		14
Handwriting		
Anonymous Writing	3	
Embezzlement	1	
Escape	1	
Forgery	13	
Larceny	1	
Obscene Literature	1	
Personal Identification	2	
Total		22
Latents		
Arson	2	
Assault	1	
Breaking, Entering and Larceny	119	
Hit and Run	1	
Kidnapping	1	
Larceny	39	
Larceny of Auto	16	



Latents, continued		
Malicious Mischief	6	
Murder	2	
Robbery	2	
Total		189

Microscopics		
Fish & Game Violation	2	
Hit and Run	3	
Killing Domestic Animal	1	
Murder	1	
Total		7

Plastics (casts)		
Breaking, Entering and larceny	1	
Hit and Run	1	
Larceny	1	
Total		3

Total Number of Cases		261
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In conclusion, we wish to state that it is the desire of this Bureau to furnish every possible assistance to all law enforcement departments in their efforts to apprehend and identify criminals.

## CRIMINAL INVESTIGATION BUREAU

The administration of the Bureau of Investigation is centered at the Augusta Headquarters. Its primary function is to supervise the activities of the various troops in the investigation and prosecution of cases which fall under the general criminal laws of the State. The administrative officer of this Bureau serves in a supervisory capacity only, because the Department of State Police has never established what is commonly known as a detective bureau. Such general criminal investigations as are made are handled by the regular police officer in the field. The Bureau also has the administration of the Beano Law and other specific laws, the enforcement of which has been charged to the Department by the Legislature, with the exception of the motor vehicle laws.

The majority of arrests made in the criminal field by the members of this organization are incident to the highway traffic patrol work and originate from offenses observed by the officers or through complaints which are made to them. The majority of the general criminal cases are investigated by the sheriff departments or by the city police departments. In keeping with the intention of our basic law we offer the services of the State Police to all other law enforcement agencies at the lower levels of government. We are pleased to report that there exists a splendid spirit of cooperation among all the law enforcement organizations in Maine. This cooperation and the coordination of activities assures the citizens of the State of Maine efficient investigation of crime at a minimum of cost. The close relationship between these various departments alleviates any possible chance of a duplication of effort.

The people of Maine, in keeping with the general trend throughout the Country are considerably concerned over the increase in crime, particularly among our youth. His Excellency, Governor Horace A. Hildreth, in preparing to meet the challenge of the problem created by these increased criminal tendencies, has appointed a committee to study and report on juvenile delinquency. We have no statistics available to determine whether or not there has been an increase in juvenile delinquency in this State. This is due primarily to the fact that our State laws provide that there shall be no records maintained by the Courts which specifically name the offense with which a youth is charged. The records simply disclose that a youth has been convicted of juvenile delinquency. Then, again, the records cannot be complete because many of these juvenile cases never reach the Courts, or if taken before the Courts they are disposed of at an informal hearing. It can be established in certain communities in Maine from their local records that there has been an increase in the arrest of minors. It is assumed that this general condition prevails throughout the State.

The Federal Bureau of Investigation, through its Uniform Crime Reporting System has prepared a report on a National basis which shows the Nation's crime story. It is not advisable to list the entire criminal history in this report, but it will likely be helpful to make some comment regarding juvenile crime. In one month of this year serious crime increased 19% over the same month last year. There were 32% more murders; there were 38% more automobile thefts; there were 38% more robberies; there were 11% more larcenies; and there were 26% more burglaries in the United States. Even more appalling are these facts when we learn that 15% of all murderers; 36% of all robbers; 51% of all burglars; 34% of all thieves; 26% of all arsonists; 62% of all automobile thieves and 30% of all rapists were youths under twenty-one years of age. More boys and girls, age 17, are arrested than any other age group in America. Where girls of tender years are concerned our consciences are especially sensitive. The arrests of girls under eighteen years of age have increased 198% since 1939. It is also discouraging to note that the arrest of boys under eighteen have increased 48% for homicide alone; 70% for rape; 39% for robbery; 72% for assault; 55% for automobile thefts and 101% for drunkenness.

Everyone of us must assume our share of the responsibility for this tragic picture told in hard statistics of the Nation's crime. We are now reaping the harvest of our disrespect for law which has developed during and since the days of federal prohibition. We have contributed, all of us in the older generation particularly, to this delinquency. We have either set a bad example or have not been interested enough to furnish adequate leadership for these youngsters. American youth has seen its elders take the easiest way. It has seen the cunning and clever among us get those things which were scarce by violating the law of the land. Youth has followed suit and built up such a catalogue as makes all previous records for juvenile offenders seem a mere list of childish pranks by comparison.

The Nation and our several states are now developing a powerful and concerted effort to attack this evil. The plans appear practicable and will range into every community in the Country. The policy is to save the reputation of American youth by being sympathetic, but firm, and by avoiding the stigma of a court record for a first offense when that is the possible and practicable course to follow. The Nation is being alerted to the situation and the campaign against juvenile crime is in full swing. However, the program will fail unless all of us, the average citizen and men and women in positions of leadership, take hold and give this campaign support.

The future activities of this Bureau will be patterned somewhat on those of the past. The increased volume of activities is being efficiently absorbed by our various troops and it appears that for the present time at least the Bureau as now constituted meets the needs of the Department. Advanced training in special subjects relating to general criminal investigation will be continued with the result that the quality of the work will be improved.

## ARREST STATISTICS

### Criminal Law Violations (Other than motor vehicle)

	Fiscal Years	
	<u>1944-45</u>	<u>1945-46</u>
Abduction	0	2
Accessory Before the Fact	0	1
Accessory After the Fact	1	1
Adultery	12	6
Affray	0	8
Arson	4	3
Assault and Battery	23	55
Assault on an Officer	1	9
AWOL	6	2
Behavior, Lascivious	10	4
Breaking, Entering and Larceny	26	33
Cohabitation, Lascivious	6	2
Conspiracy	9	0
Defrauding an Innkeeper	0	2
Deserter	1	0
Disturbing the Peace	18	4
Embezzlement	7	2
Escaped Prisoner	7	5
Exposure of Person	6	4
Cheating by False Pretense	4	2
Forgery and Uttering	7	10
Fornication	2	5
Fugitive from Justice	7	9
Gambling	4	61
Idle and Disorderly Person	1	0
Incest	1	2
Indecent Liberties	6	3
Intoxication	181	302
Larceny	159	130
Liquor, Illegal Sale of	5	11
Liquor, Illegal Transportation of	0	1
Malicious Mischief	29	19
Manslaughter	10	23
Miscellaneous	131	168
Murder	1	1
Non-support	16	20
Nuisance	1	0
Obstructing an Officer	2	7
Officer, Impersonation of	1	1
Rape	11	2
Receiving and concealing stolen goods	0	1
Robbery	4	5
Runaway	2	4
Slot machines, illegal use of	0	4
Sodomy	1	2
Vagrancy	1	2
Weapons, Carrying Concealed	<u>1</u>	<u>1</u>
<u>Total</u>	725	939

Case Records

	<u>1944-45</u>	<u>1945-46</u>
Complaints received and acted upon:		
Headquarters	608	675
Troop A	213	219
Troop B	679	731
Troop C	475	618
Troop D	491	594
Troop E	363	442
Troop F	360	434
	<u>3189</u>	<u>3713</u>
Special Subversive Activities	27	-
Selective Service Delinquents	13	-
Conscientious Objectors	-	-
Military Deserters	45	11
Enemy Aliens	-	-
Military AWOL	78	58
Prisoner of War	-	15

Beano Record

Gross income from licenses:	\$ 4,550.00	\$ 4,812.00
Cost of administration of law:	<u>1,789.81</u>	<u>1,207.71</u>
Net profit to State:	\$ 2,760.19	\$ 3,604.29
Compilation of the Disposition of Funds filed by more than one hundred sixty- five organizations operating Beano reveals gross receipts of:	\$383,051.19	\$480,142.35
Said reports also disclose a net profit to these organizations of	\$ 98,263.78	\$102,777.11

Fines and Costs  
Miscellaneous Credits

Fines Assessed	\$ 57,923.99	\$102,724.34
Costs Assessed	13,991.65	18,551.06
Registration Fees Collected	21,514.82	22,206.83
Stolen Property Recovered	<u>162,776.10</u>	<u>103,091.16</u>
Total	\$256,206.56	\$246,573.39

## COMMUNICATIONS DIVISION

Police departments are essentially service agencies established to preserve law and order and to render aid to those in distress. These objectives are difficult to obtain unless the department is able to offer assistance at the time it is most urgently needed. Minutes gained between the time an accident or crime occurs and the arrival of the police may mean the saving of a life or the securing of valuable evidence in the apprehension of a criminal. Time is a matter of vital concern to the police. Time can be saved during these crucial moments only if the police department is able to coordinate its resources and synchronize its activities. This is not easy because the advent of the automobile and the development of far-flung road structures have scattered the various units of a department to a considerable degree. Usually the patrolling units which form the foundation of enforcement must operate individually. In such a situation the only possible way that a department can unite its scattered resources is through a comprehensive communications system. It must be so adjusted to the particular needs of a department as to permit it to respond and launch the full force of its power toward a particular objective at a time when its services are required.

In the competency of its communications system lies a test of a department's effectiveness. Now available to the police are a score or more communication aids, chief among which are the telephone, teletypewriter, radiotelephone and facsimile. Each fulfills its own particular purpose. Together, in various combinations, they constitute the instrumentalities to supply most, if not all, communication needs. The communication devices now employed by the Maine State Police are the telephone and the radiotelephone. The installation of radiophone units was started in 1940. Today the Department owns and operates six fixed station transmitters, forty-nine mobile transmitters, nine fixed station receivers and sixty-eight mobile receivers. These radio facilities furnish us with two-way radio coverage, (car-to-station and station-to-car) in part of the central and southern sections of the State and one-way coverage (station-to-car) in most of the State with the exception of the eastern and northern counties of Aroostook, Penobscot, Hancock and Washington. In addition to this we furnish service to several of the sheriff departments, local law enforcement units and to three State departments.

The 92nd Legislature provided funds whereby our original Amplitude Modulated system could be expanded and improved. In the early part of the biennial period the radio construction work was delayed because of the lack of proper radio equipment. However, in the last year of the biennium we were able to purchase Frequency Modulated equipment to provide a new station in the western section of the State and a new station at our Bangor Barracks. In this equipment we have the latest design in radio construction.

New patents and inventions developed during the war have contributed much toward the improvement of police radio equipment. The first section of the State to be completely equipped with the new three-way Frequency Modulated relay control system of communications will serve the Wells and Scarborough Barracks. This is primarily for the area covered by Troops A and B and includes the counties of York, Cumberland, Oxford and Androscoggin. The main transmitting station will be located on the summit of Ossipee Hill in the town of Waterboro. The elevation at this location is approximately one thousand feet above sea level. This elevation, together with the one hundred foot supporting structure for the high frequency antenna will give an actual transmitting elevation of one thousand, one hundred and fifty-eight feet and will insure complete coverage over the entire area. The centrally located transmitter will be operated by remote control from both the Scarborough and Wells Barracks. This type of installation affects a large saving because it eliminates the necessity of having a main transmitter at each of the troop headquarters. Included in this installation will be transmitting and receiving equipment for each of our cruisers which we operate in the four counties. This particular unit of our system will be in operation before the end of 1946.

The second installation will be at the Bangor Barracks. This is the headquarters for Troop E which covers Penobscot, Washington and Hancock counties. The radio facilities from this station will also provide communication to our cruiser cars which are located in the areas from seventy-five to one hundred miles West and South of Bangor. This installation will be started immediately upon the completion of the Wells-Scarboro system and should be completed early in 1947. There will be many technical difficulties to overcome because of the high range of hills between Bangor and eastern Washington county. In order to properly cover this area it will be necessary to install a repeater station somewhere in the vicinity of Beddington. The plans for the installation also include sufficient mobile equipment for the cruiser cars in Troop E.

Our radio construction program will be about one-half completed when these installations are ready for service. The program which was presented to the 92nd Legislature provided for the appropriation of \$25,000 per year for radio construction over a period of four years. The 92nd Legislature gave us an appropriation of \$50,000 to cover the first two years of construction and a similar request will be made of the 93rd Legislature. If the 93rd Legislature provides the \$25,000 each of the next two fiscal years, we will be able to complete our radio program.

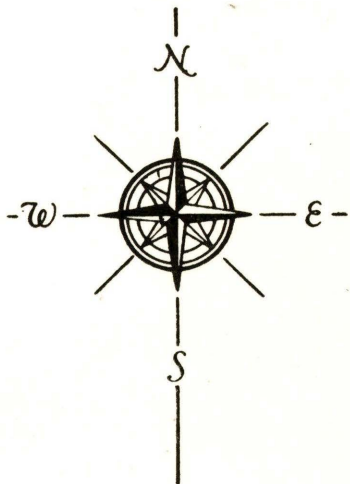
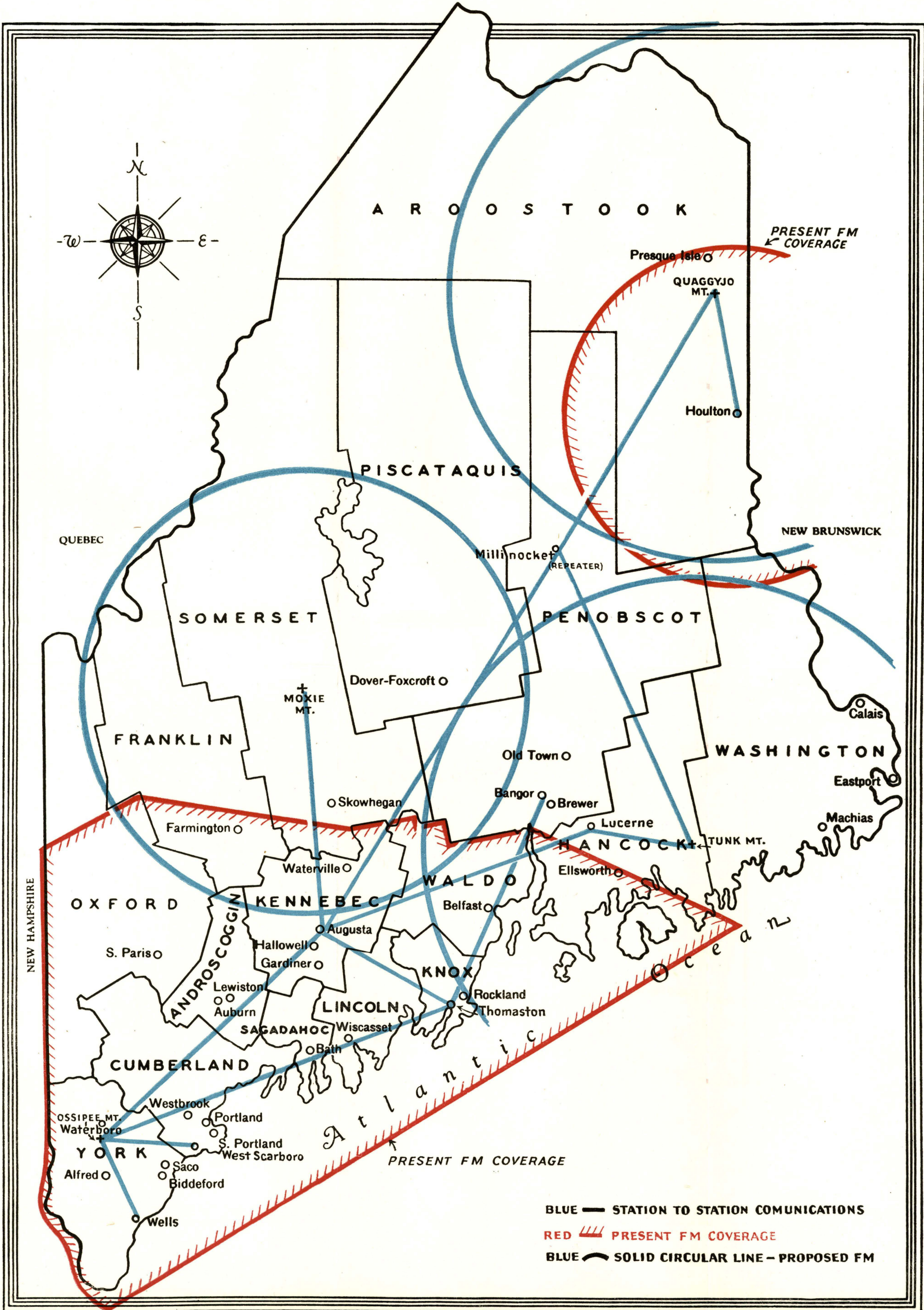
The new program calls for the installation of a low-powered Frequency Modulated transmitter at the Thomaston Barracks. This installation will be very inexpensive because the present tower and other radio equipment at Thomaston will become a part of the new system.

The second phase of the new two-year program will be the installation of proper radio equipment at our Troop F headquarters at Houlton. This system will cover Aroostook county and the northern sections of Penobscot and Washington counties. It is expected that our main station unit will be installed at some high point within twenty-five to thirty-miles radius of the Houlton Barracks. This transmitting station will be remote-controlled from the Houlton Barracks with a plan identical to the Wells-Scarboro installation. It is expected that it will be necessary to install repeater stations in the North central section of Aroostook county to provide coverage to the northern end of the county and along the St. John River Valley.

The last station to be changed from Amplitude Modulation to Frequency Modulation will be the station servicing the central part of the State, which is located at the Augusta Headquarters. When this is completed and all mobile equipment is installed, we should have consistent coverage over most of the area of the State. All principle highways which our patrol cars are likely to travel will have good radio service. In some of the remote sections of the State the radio coverage may be somewhat intermittent, but by taking advantage of the high points in the terrain the officers in the cruiser cars will likely be able to contact one of our stations. The entire system when completed should give us satisfactory radio service between our stations on station-to-station calls and efficient radio communication between the stations and the cruiser cars which operate under their direction.

The need for increased effectiveness in crime prevention becomes more important daily and it is certainly the duty of all Maine citizens to cooperate with those giving their best efforts for the protection of lives, homes and property. A statewide police radio communications system will contribute much to improving law enforcement in Maine and this progressive and constructive project should be rushed to completion.





BLUE — STATION TO STATION COMMUNICATIONS  
 RED  PRESENT FM COVERAGE  
 BLUE  SOLID CIRCULAR LINE — PROPOSED FM



## SCARBORO BARRACKS

The 92nd Legislature by Chapter 107 of the Private and Special Laws of 1945, appropriated the sum of \$25,000 for the use of the State Police to provide a suitable lot and barracks for Troop B at Scarborough. As soon as the money was available, or in July 1945, a lot was purchased for this purpose. Shortly thereafter the Governor and Council authorized the Superintendent of Buildings and the Chief of the State Police to employ architects to draw the plan for the building. The architects are Wadsworth, Boston and Tuttle of Portland. However, when the plans were completed and the soil tests made, it was found that it would cost more to construct the building than we had provided in the original estimate. The increased cost of material and the increased cost of labor added considerably to the original estimate and it was decided that we would make a survey of the entire situation to determine if it would be feasible to present the problem to the Governor and Council in an effort to obtain additional funds. This survey showed that the best possible bid that we could hope to obtain would be at least \$15,000 over and above the \$20,000 which had been set aside for the building. Further investigation disclosed that suitable building materials still were not available. After taking everything into consideration it was determined that it would be unwise to attempt to construct the State Police barracks during the present biennium.

The only possible solution seems to be to prepare a new bill for the authorization of this construction to be presented to the 93rd Legislature. There is now in the Scarborough Barracks account \$21,183.34. \$3,500 was expended for the purchase of the lot and \$316.66 for architectural services and incidental fees. The \$21,183.34 will not all be available toward a new Scarborough Barracks account because there are still architectural fees to be paid. However, based on present estimates, it is believed that the barracks can be built for an additional \$15,000. It must be remembered that these estimates are based on facts obtained from a survey conducted in June, 1946. The situation in January of 1947 when the 93rd Legislature convenes may be entirely different because the cost will naturally be affected if there is any further rise in the cost of labor and building materials.

## FINANCE

### Division of State Police Appropriations

The State Police appropriations are drawn 90% from the general highway fund and 10% from the general funds of the State. The appropriations thus allotted make up the bulk of the monies used by the State Police. There are two State Police accounts which are not included in this division: \$10,000 which is set up from the general funds for the administration of the Student Fingerprint Law and the money which is used for the administration of the so-called Beano Law is covered by the revenue received for the issuing of beano licenses.

The division of State Police appropriations has been a contraversial issue in recent years. There are some who believe that our appropriation should be drawn 50% from the general highway fund and 50% from the general funds. Others take the position that it should be established on a 75-25% basis with 75% drawn from the general highway fund and 25% from the general funds. However, to date the Legislature has taken the position that the activities of the State Police, as nearly as can be determined, have been approximately 90% highway work and 10% general criminal work. For this reason they have divided our appropriations to this proportion.

For the benefit of those who will be studying this problem, we comment briefly on the division of our activities for the past two fiscal years. We wish to make it extremely clear that in so doing we are not attempting to influence those who are determining the amounts and the division of our appropriations. We simply include this as a record of facts so that the Governor and Council and the various Legislative Committees will have the information available.

For the fiscal year 1944-45 our records disclose that 11.1% of our appropriation was used for non-highway activities. For the fiscal year 1945-46 they reflect that 11.9% of the appropriation was used for non-highway activities. These figures are derived from records maintained by each officer in a report of his daily activities and by charging to non-highway activities those functions assigned to the State Bureau of Identification and the State Police Bureau of Criminal Investigation. It is recognized that there might be a small percentage of error in these figures taken from the officers' daily reports because there are no doubt instances when they perform minor non-highway functions and do not make a record of the same. However, we believe that any possible error in this category is offset in charging all the expenditures of the Criminal Bureau and the Identification Bureau to non-highway activities. Both of these bureaus do considerable highway work, but no separate accounting is made of these activities. It should further be noted that



this percentage division is somewhat borne out by the arrests made by the members of the Department for the two fiscal years. In 1944-45 19.2% of our arrests were made for violations which fall under the general criminal laws and 80.8% for violations of the motor vehicle laws. In 1945-46 81.4% of the arrests made were for motor vehicle violations and 18.6% were general criminal law arrests. Mention should be made of the fact that many of the arrests listed under general criminal law arrests could, in other than a strict legal sense, be considered as highway-related activities. For instance, many of the cases listed under "Larceny" are for the theft of motor vehicles and cases listed under "Intoxication", in most instances, are arrests which were made when persons were found intoxicated in automobiles or on public highways.

The question can rightfully be asked as to why we do not keep a strict accounting of these various accounts by the use of an expenditure analysis sheet. Such procedure would require the services of at least one more bookkeeper and would involve considerable red tape. The results obtained would not warrant the expense because we are reasonably certain that an exact accounting would reflect only a fraction of a percentage difference from the figures obtained by the present system. We state without any hesitation that the figures as presented are substantially correct and that they may be used as a barometer for the actual division of State Police accounts.

### General Appropriations

The financial figures as presented in this report depict the actual expenditures of the Department for the biennium. The report is self-explanatory but it is deemed feasible to comment on certain sections of it.

It will be noted that for the fiscal year 1944-45 we had an unexpended balance of \$27,159.01 and for the fiscal year 1945-46 \$25,955.56. These amounts which were not obligated were lapsed into the two accounts from which they were drawn. This surplus was created primarily because it was not always possible to maintain our personnel at its full strength, also because certain obligated pension monies were not used. These amounts should not be considered as surplus when future budgets are prepared.

### Salaries

The salaries of the State Police officers are totally inadequate and do not provide a decent living wage based on present living standards. The readjustment of the salary schedule will be a difficult task because the salaries even before the war were not comparative with those of other states. Therefore, a cost-of-living increase will not bring the salary range to amount to that which should be paid for this type of

service. However, it is recognized that this same situation exists in most of our State departments. We realize that the over-all problem will not be easy to solve. New sources of revenue will likely have to be provided if the State is to meet all of these necessary extra expenditures. The State Police officers do no more than ask that their pay be raised to an amount whereby they can meet their current obligations and live in their communities as honest and respected citizens. Pages could be written supporting a claim for increase of salaries for the State Police officers, but as present economic conditions are well known to everybody this does not appear necessary. It is enough to say that we have full confidence that the Governor and Council and the State Legislature will provide adequate and suitable pay raises for the State Police at the earliest opportunity.

FINANCIAL STATEMENT  
1944-1945

Appropriation from Highway	\$329,850.00
Appropriation from General Fund	45,571.76
Transferred from 1943-1944	2,697.35
Transferred within Department	3,034.82
Transferred from Highway and General Fund (Radio)	7,000.00
Sale of Old Cars and Material	8,118.43
<b>Total Amount Available</b>	<b><u>\$396,272.36</u></b>

Salaries	\$232,308.48	
Pension	9,646.52	
*Maintenance	<u>141,491.16</u>	383,446.16
		<b><u>\$ 12,826.20</u></b>

Lapsed into Highway Fund	\$ 8,733.71	
Lapsed into General Fund	2,439.29	
Obligated and carried into 1945-46	<u>1,653.20</u>	
	<b><u>\$ 12,826.20</u></b>	<b><u>\$ 12,826.20</u></b>

*Automobile	\$ 651.45	
Bonds	48.42	
Clothing and Clothing Material	4,902.66	
Communication Equipment	8,343.57	
Compensation	1,801.50	
Fuel	1,388.04	
Gasoline	28,867.92	
General Operating Expense	1,263.75	
Hotel Room and Lodging	2,078.93	
Household Laboratory and Misc. Supplies	3,782.77	
Insurance	991.59	
Laundry Service	92.91	
Meals and Gratuities	10,744.42	
Medical and Hospital Services	650.31	
Misc. Fees and Special Services	1,174.43	
Motor Vehicle Repairs, Repair Parts, Supplies	16,417.56	
Office and Laboratory Equipment	2,373.68	
Office Supplies	2,704.98	
Oil and Lubrication	2,510.58	
Periodicals, Dues and Subscriptions	136.00	
Printing and Binding	5,721.96	
Railway and Bus Fares	663.07	
Rent	296.67	
Repairs to Buildings and Equipment	2,746.90	
Stamps and Meter Postage	2,259.95	
Telephone Service, Tolls and Telegrams	8,970.06	
Tires and Tubes	6,541.95	
Transportation Equipment	21,740.95	
Utility Services	<u>1,624.18</u>	
	<b><u>\$141,491.16</u></b>	

FINANCIAL STATEMENT  
1945 - 1946

Appropriation from Highway	\$430,314.00	
Appropriation from General Fund	55,217.44	
Brought Forward from 1944-1945	1,653.20	
Photostatic Copies of Accident Reports, Etc.	3,071.44	
Refund from Beano Expenses	1,207.79	
Total Amount Available	<u>\$491,463.87</u>	
Salaries	\$247,076.77	
Temporary Increase	3,785.50	
Pension	13,469.16	
*Maintenance	<u>139,126.09</u>	403,457.52
Unexpended Balance		<u>\$ 88,006.35</u>
Lapsed into Highway Fund	\$ 23,360.00	
Lapsed into General Fund	3,799.01	
Obligated and carried forward into 1946-1947	<u>60,847.34</u>	
	<u>\$ 88,006.35</u>	<u>\$ 88,006.35</u>
*Headquarters	\$133,171.68	
*Fingerprinting of School Children	2,137.75	
*Scarboro Barracks	<u>3,816.66</u>	
	<u>\$139,126.09</u>	
*Miscellaneous Fees and Special Services	2,290.07	
Automobile Mileage	439.81	
Bonds	60.96	
Clothing	9,431.85	
Communication Equipment	4,016.85	
Disability Compensation	168.50	
Fares (Airplane - Railroad)	194.80	
Fuel	2,018.33	
Gasoline	29,026.99	
General Operating Expenses	994.40	
Hospital and Medical Services	650.49	
Hotel Room and Lodging	1,897.90	
Household and Office Equipment	2,353.52	
Household, Laboratory and Misc. Supplies	3,740.43	
Insurance	1,948.70	
Investigation Services	964.21	
Laboratory Equipment	243.00	
Laundry Services	325.70	
Meals and Gratuities	16,527.61	
Motor Vehicle Repairs, Repair Parts, Supplies	20,970.77	
Office Supplies	1,909.76	
Oil and Lubrication	2,826.01	
Periodicals, Dues and Subscriptions	122.50	
Printing and Binding	4,509.97	
Purchase of Land	3,500.00	
Repairs to Buildings and Equipment	2,281.68	
Stamps and Meter Postage	2,363.56	



Telephone Service, Tolls and Telegrams	\$ 10,631.02
Tires and Tubes	7,336.28
Transportation Equipment	3,432.80
Utility Services	<u>1,947.62</u>
	\$139,126.09



## CONCLUSION

To conclude this report we pledge our continued support and cooperation to all branches of government. We assure the people of the State of Maine that we will execute the affairs of the State Police to the best of our abilities and extent of our resources. We will support all programs from whatever source they may be developed for the betterment of traffic control, the curbing of juvenile delinquency and the maintaining of law and order throughout the State.