

# MAINE STATE LEGISLATURE

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MAINE PUBLIC DOCUMENTS

1946-48

1948

(In three volumes)

VOLUME II.

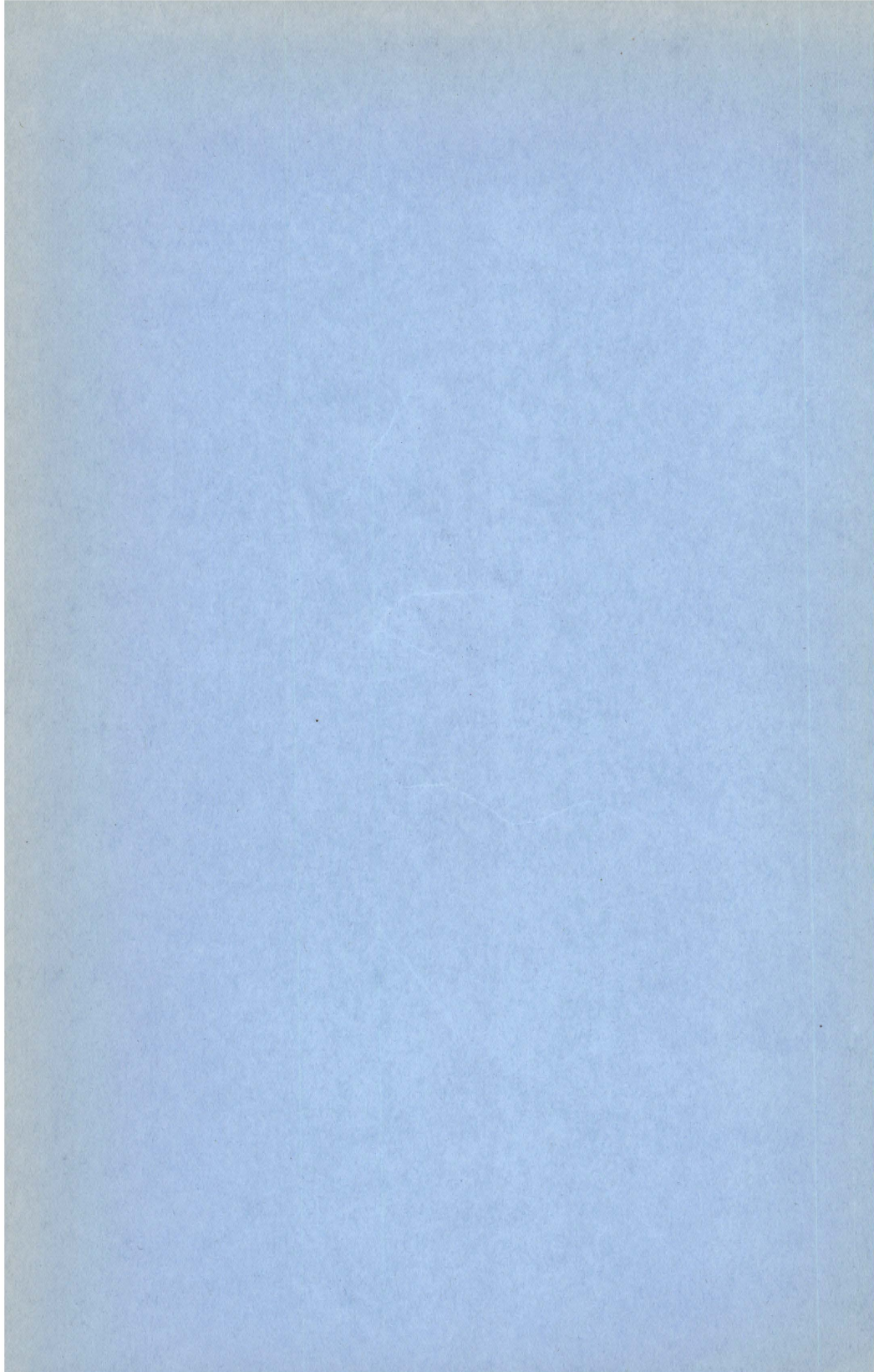
# MAINE STATE POLICE



## BIENNIAL REPORT

AUGUSTA

1946 ——— 1948



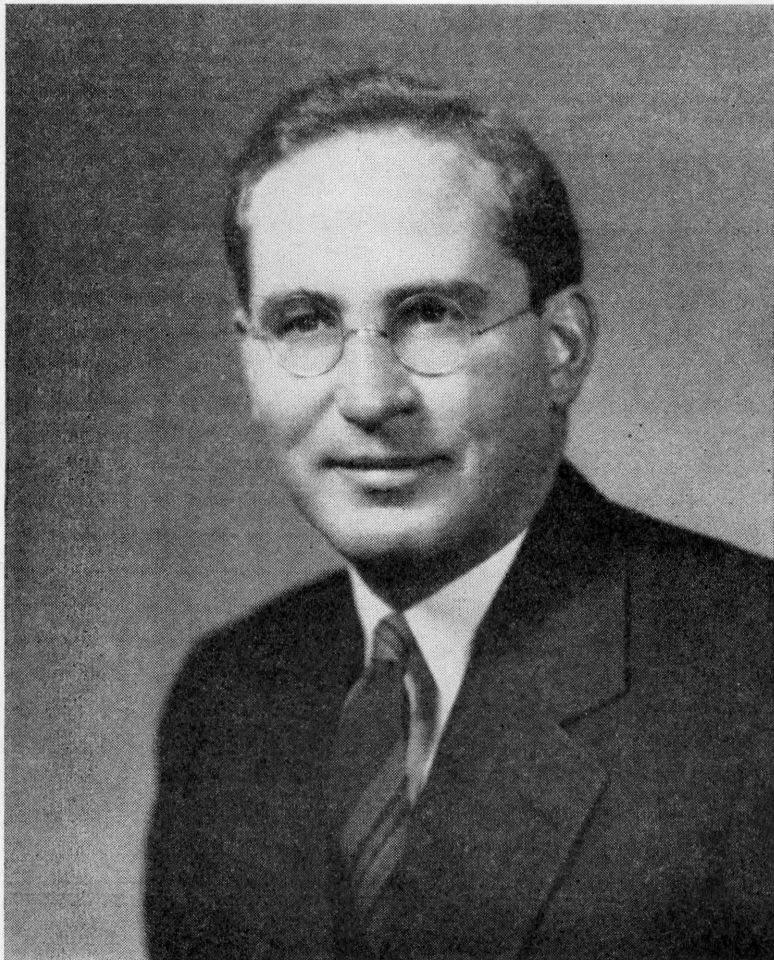
State of Maine  
—  
Department of  
**State Police**  
—  
Biennial Report



July 1, 1946 to June 30, 1948







HORACE HILDRETH  
GOVERNOR OF MAINE







DEPARTMENT OF STATE POLICE

66 Hospital Street

Augusta, Maine

July 1, 1948

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

Gentlemen:

I submit herewith the Biennial Report of the Department of State Police for the period ending June 30, 1948.

In preparing this report, we have followed our customary procedure and have only attempted to depict a brief history of the activities of the Department. We believe, however, that the Honorable Governor and Executive Council can draw from this report sufficient information to determine whether or not we have fulfilled our obligations successfully.

We view with pride our many noteworthy accomplishments. These were made possible by the industry, intelligence and integrity of our employees. I take this opportunity to publicly commend each of them.

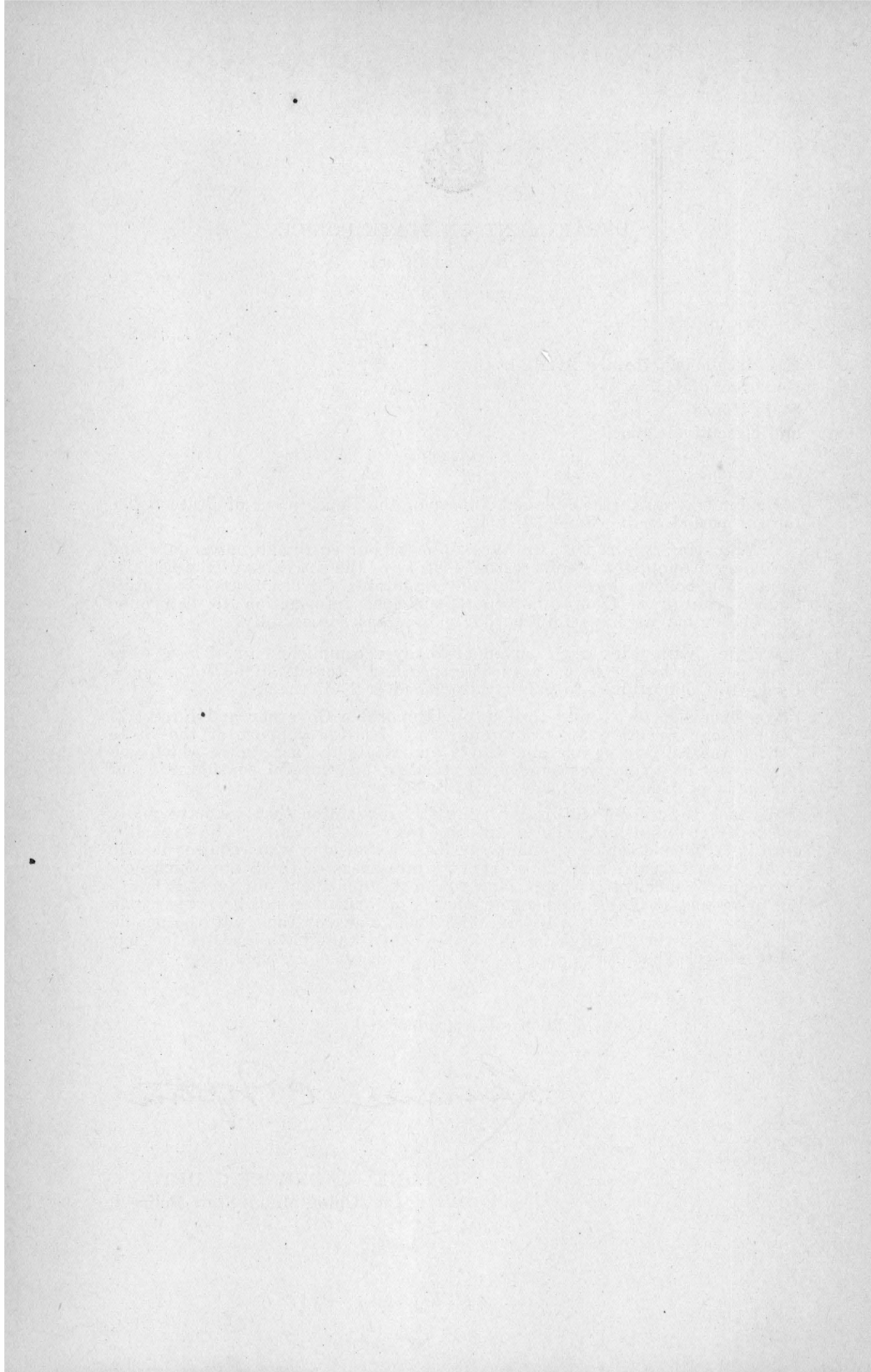
We wish also to express to you, our Honorable Governor and Executive Council, our sincere thanks for your whole-hearted support of the State Police. We fully recognize and deeply appreciate the assistance which you have given us. Your profound understanding and careful consideration of our many problems have made our work easier.

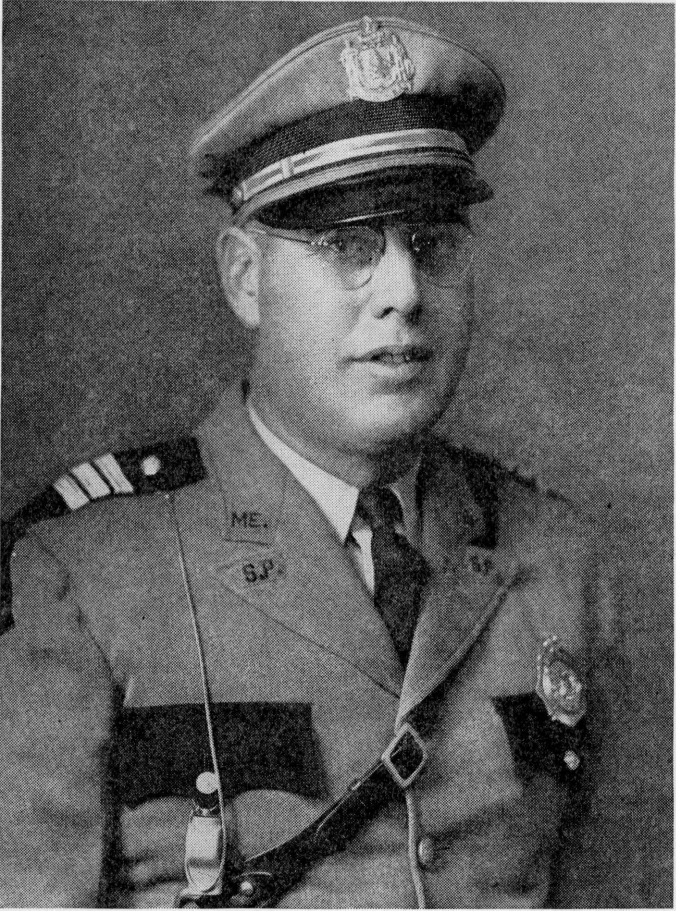
We look toward the future with the full realization that we have many missions yet unfinished. The facilities of the State Police must be expanded until it can render efficient public service for everyone who requires it; the highway traffic patrols must be extended into areas of the State which now do not have sufficient coverage; and we must supplement our present training programs so that each member of this organization will be prepared to meet any problem which is before him. Then, and only then, will the people of Maine receive full value for the money which they have invested in their State Police. That is the goal toward which all of us are striving.

Respectfully submitted,

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

COLONEL LAURENCE C. UPTON  
Chief, Maine State Police





COLONEL LAURENCE C. UPTON  
CHIEF



SCARBORO BARRACKS  
HEADQUARTERS TROOP B





ROYAL E. SPOFFORD



RAYMOND P. SCRIPTURE



MAYNARD J. LINDSEY

We respectfully dedicate this edition of our Biennial Report to Trooper Royal E. Spofford, Trooper Raymond P. Scripture and Trooper Maynard J. Lindsey who were wounded by gunfire during the biennium. The courageousness and bravery of these three men reflect the devotion to duty of all members of this organization whose lives are often endangered that the public security may be maintained.



## MEMORIAM

**Trooper William E. Gibson** died at Calais Hospital, Calais, Maine on October 4, 1946. He was retired from active duty with the State Police Department on July 1, 1944 after more than twenty-one years of honest, efficient and courageous service. He believed above all that every man must prove his own worth and should bear his own burden. He was an outstanding officer; a true and loyal friend.

**Trooper Donald E. Young** died at his home in Gray, Maine on October 21, 1946. During the three years he was a member of the State Police Department he earned and justly deserves the reputation of being a just and upright law enforcement officer.

**Trooper James W. Littlefield** died at his home in York Village, Maine on November 2, 1946. He was retired from active duty with the State Police on November 15, 1941 after more than twenty years of honest and faithful service. He was one of the initial members of the State Police and during his service he won and merited the esteem and respect of his fellow officers and the public he served so well.

**Sergeant Robert B. Watts** died at his office in Boothbay Harbor, Maine on December 23, 1946. He was one of the original members of the State Police Department and had retired after serving more than twenty years with honor to himself and credit to his organization. Sergeant Watts was a member of the Second Maine Heavy Artillery during the Spanish-American War and the United States Navy during World War I. We are proud of the service he rendered his State and Country.

## INTRODUCTION

The Biennial Report of the State Police is prepared and presented for the primary purpose of furnishing the Governor, the Executive Council and the Legislature a brief history of the past activities of the department. Our report is submitted with this thought in mind: While certain recommendations and suggestions for the future have been made, these are included only because they have a direct bearing on previous events. Such comments are not to be considered as the basis upon which our future policies will be established.

The past two years will go down in history as a truly transitional period. Those were years in which the greatest country in the world struggled with the many problems incident to the turning from war to peace. The uncertainty of action, the changes in the attitudes of our people, the complete readjustment of our everyday living and the realization of a new freedom were clearly reflected in our work. Motor vehicles flowed back onto our highways, places of amusements were filled to overflowing and everybody seemed bent on releasing pleasure energy which was stored within them during the war. Most people expended this energy in a gradual and conservative manner. Others could not do so and thus became a problem to the police and other public protective agencies who make a continual effort to maintain a well balanced and orderly society.

There was, as perhaps should be expected, a marked increase in motor vehicle accidents and an increase in the crime rate. These were accompanied by what might appear to be a new trend toward a complete and total disregard on the part of some of our people of the forces of law and order. As we look back over these two years and study the many problems which were before us we believe that these new attitudes are only temporary. It is apparent that we are experiencing in some degree a repetition of the unstable days which followed World War I.

The law enforcement agencies in Maine at every level of government have assumed their share of the responsibility in meet-

ing the many difficult problems. We hope and believe that this report will reflect that the members of the State Police have assumed their share of the burden and have performed their duties with honor to themselves and credit to the great State which they serve.

### **DIVISION OF TRAFFIC AND SAFETY**

Progress in Maine's Highway Safety Program is measured in the final analysis, by the record of death and injury. In 1946 accidents on our streets and highways took 189 human lives. Last year the toll was 160. Every appraisal of the problem must begin and end with these grim figures. The 1947 reduction is, of course, profoundly encouraging evidence that highway accidents can be reduced. Safety is the product of effort.

Since the last world war, records at the Secretary of State's office indicate that automobile registrations and operators' licenses have steadily increased so that at this time we have more people using our highways than ever before. There is no doubt but that the best measuring stick for travel is the figure showing the highway gasoline consumption. These figures reveal that the gasoline used for highway travel has increased approximately 18% over 1941 and the first six months of 1948 show a 4% increase over the corresponding period last year.

The number of fatal accidents during the first six months of 1948 was at first alarming and showed a decided increase when compared to the totals of the two previous years. However, it is reasonable to believe that by the end of the year our fatality record will be well under that of 1941, the last prewar year. It is possible that our decrease in fatalities will not equal that of other nearby states, but consideration must be given to the fact that the number of patrol officers in this State has not been increased in the same ratio. Nevertheless, Maine's average for the first half of 1948, 7.1 deaths for each 100 million vehicle-miles of travel, compares favorably with the National quarterly average of 7.7.

### **Accident Records**

Approximately 33,177 individual drivers' reports have been processed during each of the past two years, together with about 6,800 municipal and State Police accident reports. It is a function of this Division to obtain the individual accident reports of drivers involved in reportable accidents for the Financial Responsibility Division of the Department of State. During the past biennium we have collected approximately 33,177 reports annually which have been recorded and forwarded to the Financial Responsibility Division. In nearly 10% of this figure, it has been necessary to obtain the reports through correspondence.

Municipal police departments have reported approximately 3,100 accidents annually. The drivers' names on these reports are checked against the individual report list and then filed.

In processing approximately 3,700 State Police accident reports which are filed each year, individual driver cards and accident location cards are made out and filed for future reference. These accident reports are further broken down on accident analysis sheets for the purpose of selective enforcement and other accident prevention data. They are then indexed and filed as permanent records. A great many requests are received for photostatic copies of these reports and during the past two years at least 2,500 have been furnished to interested parties.

Investigations and the obtaining of suspended and revoked operators' licenses, plates and certificates of registration are handled through this Division for the Department of Secretary of State.

Maine ranked ninth in the eleven eastern states and tied for twenty-fifth place in the Nation in the accident records section. We lost credits in this report because of the reporting ratio. We were below standard on the ratio of rural accidents reported, due principally to the fact that records of all rural accidents investigated by other police departments were not filed with this Division. The ratio of urban accidents reported indicated that we were under the desired standard due to the fact that urban accidents investigated by municipal police departments are reported to us on our so-called "short form." This form does not contain sufficient information for our statistical analysis, therefore, com-

paratively few urban accidents are shown in our records. Credit was also lost since mechanical tabulation is not used by this Division. Maine is, at present, one of only four states that does not utilize this means of recording accident data. It is expected that beginning with 1949 we will use the mechanical tabulation machines rented by the Highway Department. Plans are now being made to establish this system for our use in keeping both accident and enforcement records.

### **Education**

National and state organizations have recommended and endorsed driver education and training programs for secondary schools as a partial solution to the nation-wide traffic accident problem. Maine is utilizing this method of education and during the past two years ten high schools have made both driver education and driver training courses available to their students and six others have driver education as part of their curriculum.

The Department of Education has had the whole-hearted cooperation of the State Police, the Secretary of State and the Maine Automobile Dealers' Association in this all-important program of education. The latter organization has made available financial assistance without which the program could not have progressed to its present state of efficiency.

One of the most valuable educational tools maintained by the department is a fleet of six safety cars, an increase of four over the last biennium. Operated by selected drivers, these specially marked cars conduct a never-ending program of safety education. This program is supplemented by the displaying of motion picture films on the topic of safety before social, service, civic, religious, fraternal and school groups. Increasing demands for these practical demonstrations indicate their value and the fact that the public appreciates an opportunity to cooperate with the State Police in learning modern methods of highway safety.

### **Enforcement**

The National Safety Council, in its analysis of traffic law enforcement activities by the Maine State Police, reported that in comparison with other contest standards we ranked third regionally and nationally. This is an advancement from seventh position in 1946. However, they recommend that in order to



achieve present enforcement standards we should (1) increase the number of convictions resulting from accidents, (2) attempt to obtain a greater conviction rate for moving traffic violations, and (3) develop a routine procedure for the forwarding of copies of written warnings to some centralized state agency where they may be used as part of an over-all driver record and used in controlling "repeaters." Arrangements have already been made with the Secretary of State, Division of Court Records, by which our written warning notices will be forwarded to them to be used as part of the driver's permanent record. This was also done with the thought in mind that these warning notices would be used together with the arrest and accident records of the drivers at hearings conducted by the Secretary of State.

### **Legislation**

It is, indeed, gratifying for Maine to win the National Safety Award for Legislation and credit is due the members of the 93rd Legislature for their progressiveness in the field of highway safety. Outstanding among the new safety laws which made it possible for Maine to win the Award were: the dimming light law; the law limiting fog lights to two per vehicle; the changing of auto truck registration from weight and capacity to gross weight and the law prohibiting drinking in public places.

Lieutenant George I. Shaw, now retired, who was in charge of this Division during the difficult war years and who gave freely of his time and ability to the cause of increased safety on the highways, did much to win the Safety Award for Legislation and this report would not be complete without reference to his accomplishments.

### **Personnel Training**

In 1947 Troopers John deWinter and Eugene Leavitt attended the Fall Course in Police Traffic Administration, conducted by the Northwestern University Traffic Institute at Evanston, Illinois.

Another phase of the educational program was the training seminar for teachers conducted at the University of Maine which was attended by representatives of the State Police Department. The officers who attended this seminar then proceeded to carry the information they received at the seminar to the public by means of lectures to clubs and organizations in the hope of creat-

ing an awakened interest in driver training and the resultant establishment of additional high school courses.

### Public Information

It is in the public information phase of the safety program that we are undoubtedly the weakest. We met only 40% of the standards set by the National Safety Council and we tied for thirty-second place among the forty-eight states. It is believed that if funds were provided for the part-time services of a member of the Maine Development Commission that the output of public information and safety materials could be greatly increased. If safety materials were furnished to the newspapers so that they could be printed without the need of rewriting, they would likely utilize a great deal of this material.

### ARREST STATISTICS Motor Vehicle Violations

|   | Fiscal Years |         |
|---|--------------|---------|
|   | 1946-47      | 1947-48 |
| Accidents, failure to report                          | 9            | 63      |
| Accidents, leaving the scene of                       | 125          | 101     |
| Brakes, operating without adequate                    | 170          | 189     |
| Drugs, operating under the influence of               | 1            |         |
| Grade crossing law, violations of                     | 3            | 2       |
| Hire, operating with improper registration            | 48           | 35      |
| Hitchhiking   |              | 2       |
| Inspection sticker, operating without                 | 443          | 351     |
| Insurance, operating without                          |              | 3       |
| Intoxicating liquor, operating under the influence of | 656          | 604     |
| License, operating without                            | 574          | 616     |
| License, operating after suspension of                | 58           | 81      |
| License, obtaining under false statement of fact      | 7            | 16      |
| Lights, operating with improper                       | 42           | 75      |
| Miscellaneous motor vehicle violations                | 227          | 290     |
| Muffler, operating without                            | 7            | 7       |
| No markings on truck                                  | 92           | 31      |
| Number plates, illegal use of                         | 15           | 11      |
| Operating to endanger                                 | 90           | 89      |
| Parking, improper                                     | 19           | 33      |
| Parking, no lights                                    | 77           | 73      |
| Passing on hill or curve                              | 330          | 336     |
| Reckless driving                                      | 259          | 251     |
| Registration, operating without                       | 286          | 241     |
| Registration, trailer without                         | 21           | 12      |
| Speeding  | 1,386        | 942     |
| Stop sign, failure to stop at                         | 161          | 142     |
| Traffic signal, disregarding                          | 3            | 2       |
| Truck, overweight                                     | 596          | 407     |
| Truck, overheight                                     | 17           | 6       |
| Truck, overwidth                                      | 25           | 57      |
| Truck, overlength                                     | 2            | 3       |
| Total   | 5,749        | 5,071   |

### THE MAINE FIRES

The people of our Country expect their police organization to be manned, trained and equipped to meet any emergency. They have learned throughout the years that wherever danger lurks or disaster threatens, the police officer is their first line of protection. On such occasions it makes little difference whether or not the particular emergency situation falls totally within the normal functions of the police. The Maine fires of October and November, 1947, were no exception.

The summer of 1947 had been exceptionally dry. By the first week in October much of the natural water supply of the State had been reduced to an emergency minimum. The wooded areas that usually are ablaze with color in the fall had changed from summer's green to a toasted brown. The fallen leaves, the wilted foliage, in fact all of the ground coverage, was extremely dry. The scene was set for what was to follow. Small woods fires were reported here and there throughout the State during the first two weeks in October. Many of these were brought under control while others continued to burn in somewhat restricted areas. Then the blow fell.

On October 20, fanned by a high wind, several of these fires jumped from within their previously restricted boundaries, raced through and around towns, crossed many of our principal highways and for three days, or until the night of October 23, created havoc and destruction in our woodlands and many of our residential districts. The control and suppression of these fires was made more complicated because the several major fires were miles apart.

The two sections of the State most affected were York County, in the extreme southwest corner and Hancock County in the eastern section. These two counties are nearly two hundred miles apart. In between these counties and to the north of each numerous large fires were raging completely out of control. There were some sixty individual fires, but many of them were small in scope. By October 24, with a reduction in the wind, the fire suppression forces were able to bring these fires under temporary control, but

the "all out" signal could not be sounded until rain came nearly two weeks later.

With the rain, Maine counted the score! 16 dead, 2,500 homeless, 1,068 homes destroyed, 9 communities leveled or practically wiped out, 4 other communities damaged extensively, 200,000 acres of timberland ravaged and an economic loss that has been estimated to exceed thirty million dollars.

Any person who has had experience in the control and supervision of motor vehicular traffic can well imagine the havoc that was created by the staggering volume of emergency traffic. Hundreds of miles of our highways were crowded with fire engines, tank trucks converted to water wagons, evacuation vehicles of all types, bulldozers going to the fire areas, ambulances and Red Cross emergency vehicles, together with an endless number of vehicles carrying the fire fighters and their equipment. Added to this was the normal flow of commercial traffic and the ever-present hundreds of sight-seers. At the height of the fires, emergency equipment was being received in a continual flow by railroad, boat and motor convoy from many towns and cities outside the State and from the Army, Navy, Coast Guard and the National Guard. All these activities created traffic confusion which was difficult to handle.

The law enforcement agencies in Maine several years ago established what they considered an adequate and comprehensive police plan of action for disaster and emergency control. This plan was based on the usual procedure, i.e., a complete inventory was set up covering all emergency equipment within the State; proper arrangements were made for an interchange of personnel among the police departments; road block maps were prepared to cover all strategic points; secondary highway routings were established and the State Police agreed to furnish all radio communications for the police while operating in the rural areas. The plan for proper exchange of radio receivers was completed so that the policing operations in the rural areas would have instant communication with the State Police barracks and, through these barracks, with many local police departments.

Thus we believed that even though we might be handicapped for want of trained manpower, we felt that we had available a

necessary amount of equipment, including radio equipped cars, portable radio transmitting and other general emergency material to police any given situation. What we had not figured is that it is possible, even in peace time, to have twenty-five or thirty major disasters occurring at one time all within the boundaries of our State.

The Maine disaster of last fall could easily have been handled from a police standpoint had it all been in one locality. But, with some thirty locations many miles apart, all with the same disaster potentials, quite a different picture was before us. Furthermore, we had overlooked one other thing. We had assumed that other civilian protective agencies in Maine had made the same coordinated plan of action as the police. However, it developed that, particularly in the early days of the fires, the police found themselves performing functions which ordinarily should have been handled by other agencies. It should be mentioned in passing that the Maine Civilian Defense organizations which served so faithfully and efficiently during the War were reactivated during the fire crisis and served their State with distinction.

There were many problems imposed upon the policing agencies as a result of the Maine fires. These will be discussed briefly with an explanation of the action taken to alleviate the shortage of manpower and equipment during the time of crisis, and what we believe should be done to prevent this same situation from developing in the future. It must be borne in mind that we are discussing here only the police functions, particularly as they relate to motor vehicular traffic. The Governor of Maine and the State Legislature already are working on a plan for a State Fire and Disaster Control Group which will be similar to the Civilian Defense Corps.

It is not possible or advisable in the limited space of this report to analyze all the technical and other problems which confronted the police. We do, however, take the liberty to select for discussion what appeared to be the five major problems.

1. The congestion of motor vehicular traffic leading to, and from within, the fire areas presented a major problem. This problem can actually be divided into two phases: The first phase was the necessity of providing free access to the



fire area for firefighting personnel and equipment, evacuating vehicles and other emergency service personnel and vehicles. The second phase was the necessity of keeping out of the areas unauthorized persons and vehicles.

The regular road block system was placed in operation in each area as soon as the situation demanded. Business and general traffic was re-routed over highways outside the fire areas. However, there were a few hours in several areas during which all but emergency traffic had to be halted on all roads because the fire was burning across the primary and secondary roads. As soon as the fires had burned through these areas traffic was routed over main highways through the burned-out section. This, of course, was not done until the roadway had been inspected and all debris and fallen trees had been removed.

It readily can be understood that the State Police and other uniformed police departments in Maine would not have sufficient manpower to maintain these blocks. The road blocks were located for the most part in the rural sections of the State, and thus became a direct responsibility of the State Police. Our several large local police departments lent us what men they could, but in many instances they had fire situations of their own to handle in addition to their routine police functions. Therefore, it was necessary to call upon other agencies. The Maine National Guard assigned two companies of troops for traffic duty, the Army of the United States assigned a detachment of over one hundred men, the sheriffs' departments lent us a large number of deputies, the Sea and Shore Fisheries Wardens and many of the Wardens of the Inland Fisheries and Game were placed under our direction, and regular organized police units from the American Legion were used. Thus, proper road blocks were established and maintained.

In preparing plans for the future, we are following somewhat the plan used during our fires. However, we realize that we should adopt plans independent of the Army and National Guard because their personnel may not always be available. We are seriously considering establishing a

State Police reserve with a strength equal to at least one-half our present force. Such a reserve program must be set up by law. Then we would recommend that each of our sixteen counties organize, on a volunteer basis, a uniformed and well trained manpower reserve to operate under the direction of the County Sheriff.

Added to this, we would recommend that our local police supplement their present organizations with a larger police reserve than many of them now have. These law enforcement groups at all levels of government could receive special training in traffic and disaster procedure. If this is accomplished we should have a sufficient number of uniformed and trained law enforcement officers to handle almost any emergency.

2. Communications was another major problem. We have a FM radio system with several fixed stations, two portable stations with auxiliary power and seventy-five three-way radio cars. Even with this amount of equipment we couldn't hope to cope with the communications needs. There was police service to maintain, radio communications were required for the fire fighting units, the relief and evacuation units, the towns and sections of the State where other means of communications had failed and for the road block areas. We assigned most of our equipment to the police and fire units and to the towns which needed immediate means of communications. Here again, we turned to the National Guard.

The National Guard set up several point-to-point stations and used radio-equipped jeeps for road patrol and road blocks. The amateur radio operators handled hundreds of point-to-point messages from their regular locations when it was possible or practicable.

To be prepared for the future, the police should expand their radio systems; the fire departments throughout the State, together with the State Forest Service, should consider seriously the construction of a radio link for their own units; and the law enforcement agencies should have an

emergency plan of procedure mapped out with the amateur operators which could be put into effect at a moment's notice.

3. In many areas it was necessary to evacuate the civilian population. The Civilian Defense Plan was used. That it proved successful is clearly indicated by the fact that several thousand people were moved from their homes to safe areas with the loss of only one life. In Bar Harbor alone about 3,500 people were evacuated on the first night of the fire. There thousands of citizens were trapped along the waterfront. Their rescue by boats and trucks with the Army bulldozing a three-mile road to them was certainly a reenactment of Dunkirk.

We learned that sound cars were of inestimable value in leading the people to safety. They would follow these cars when instructed to do so over the loud speaker when other means of instructions had failed. In all evacuation areas the procedure followed was under the direction of the police or municipal officers. The duly constituted Civilian Defense Plan was used and the mobile equipment with the exception of that at Bar Harbor was provided entirely by volunteers. At Bar Harbor the Army supplied a number of large trucks.

The volunteers were summoned to the required locations by use of commercial radio stations and by telephone. The lesson learned from the experiences of last fall would indicate that the evacuation procedure is sound. It is hoped that the New Emergency Committee for Maine will adopt the Civilian Defense Plan and be sure that suitable personnel to place the plan into operation will be available and well trained at all times.

4. The policing of the burned-over areas to prevent looting, to supervise traffic, to keep out unauthorized vehicles and to maintain calm and order created a serious problem. This activity was in operation for nearly a month in some of the areas. The regular law enforcement agencies assisted by a few volunteers were able for the most part to cope with

this situation. The National Guard was on duty for ten days in two localities to assist with the law enforcement work. It would appear that future plans in this regard need only to include the maintenance of proper police units, including reserves at all levels of government.

5. Attendant to the fire emergency were many reported "fire setters." Most of these complaints originated in areas in front of the fire lines and adjacent to the sides of fire areas which had been burned over. A sense of hysteria developed in some communities with the result that many innocent persons were accused or suspected of setting fires. The situation was more confusing because many self-appointed Sherlock Holmes were tracking down their suspects. In many instances these great detectives were armed with knives, clubs and guns of all types. This problem was eliminated through the use of press and radio. All people possessing such information were requested to report to the regular law enforcement units. The State Arson Squad served as a clearing house for this information and thus order was brought out of chaos.

In preparing this article on the Maine fires we fully realize that we have not presented a detailed analysis of the activities of the law enforcement agencies. To have done so would have required page after page depicting the heroic acts of the police; the story of how emergency unit after emergency unit was organized by them and set in motion in many fields of activity; how they operated as individuals and as groups to protect the people of this State; and the way they heaped honors upon themselves and their departments by being ready and able to cope with almost any conceivable situation. If the people of Maine ever had an idea that their law enforcement agencies would be found wanting in the face of a major disaster, that fear should now be dispelled.

### **THE STATE BUREAU OF IDENTIFICATION**

The State Bureau of Identification was created by an Act of Legislature in 1937 to function as a central bureau of records to provide positive identification of individuals through fingerprints, both criminal and personal.

The Bureau's fingerprint files in 1937 consisted of approximately 5,000 cards. In ten years the criminal section has expanded to include the complete criminal history of 65,238 individuals, totalling 104,833 fingerprint cards; personal and student identification cards numbering 332,399; making a total of 437,232 fingerprint cards on file.

**Fingerprint Cards Received During the Biennium**

|            |        |        |
|------------|--------|--------|
| Criminal   | 16,444 |        |
| Civilian   | 183    |        |
| Military   | 1,985  |        |
| Industrial | 23,024 |        |
| Student    | 38,503 |        |
|            |        |        |
| Total      |        | 80,139 |

The large increase in number of industrial cards received occurred when the complete fingerprint file of the South Portland Shipbuilding Corporation, consisting of over 20,000 cards, was submitted to the Bureau.

Bulletins with fingerprints of persons wanted in other states received and filed in criminal section 3,682

Departments which have contributed fingerprints to this Bureau during the biennial period, and the crimes involved, are listed on the following charts:

**DEPARTMENTS CONTRIBUTING FINGERPRINTS**

|                              |     |                 |      |
|------------------------------|-----|-----------------|------|
| Maine State Bureau           | 103 | Augusta         | 530  |
| <b>Sheriffs' Departments</b> |     | Bangor          | 1499 |
| Androscoggin                 | 203 | Bar Harbor      | 20   |
| Aroostook                    | 518 | Bath            | 78   |
| Cumberland                   | 679 | Belfast         | 192  |
| Franklin                     | 112 | Boothbay Harbor | 1    |
| Hancock                      | 52  | Brunswick       | 15   |
| Kennebec                     | 251 | Camden          | 36   |
| Knox                         | 14  | Caribou         | 653  |
| Lincoln                      | 23  | Damariscotta    | 25   |
| Oxford                       | 43  | Eastport        | 1    |
| Penobscot                    | 160 | Fairfield       | 107  |
| Piscataquis                  | 45  | Fort Fairfield  | 323  |
| Sagadahoc                    | 75  | Freeport        | 1    |
| Somerset                     | 97  | Gardiner        | 284  |
| Waldo                        | 82  | Houlton         | 162  |
| Washington                   | 72  | Lewiston        | 2600 |
| York                         | 202 | Limestone       | 41   |
| <b>Police Departments</b>    |     | Oakland         | 23   |
| Ashland                      | 59  | Old Orchard     | 3    |
| Auburn                       | 177 | Old Town        | 377  |
|                              |     | Orono           | 2    |
|                              |     | Portland        | 1477 |

## STATE POLICE

25

|                            |       |                            |               |
|----------------------------|-------|----------------------------|---------------|
| Presque Isle               | 419   | <b>Military</b>            |               |
| Rockland                   | 137   | U. S. Army Recruiting      | 10            |
| Rumford                    | 230   | U. S. Marine Corps         |               |
| Saco                       | 21    | Recruiting                 | 659           |
| Sanford                    | 138   | U. S. Navy Recruiting      | 1316          |
| Skowhegan                  | 195   |                            |               |
| South Portland             | 21640 | <b>Industrial</b>          |               |
| Standish                   | 4     | Bath Iron Works Corp.      | 561           |
| Van Buren                  | 6     | Lockwood-Dutchess Co.      | 561           |
| Waterville                 | 1673  | U. S. Naval Air Station,   |               |
| Westbrook                  | 41    | Brunswick                  | 18            |
| Winslow                    | 1     | Wyandotte Worsted Co.      | 319           |
| <b>Institutions</b>        |       | <b>Miscellaneous</b>       |               |
| Augusta State Hospital     | 55    | Connecticut                | 48            |
| State School for Boys      | 329   | Massachusetts              | 22            |
| State Refty. for Men       | 222   | Washington, D. C., Police  | 1             |
| State Refty. for Women     | 47    | State Liquor Commission    | 1             |
| Maine State Prison         | 379   | U. S. Post Office Dept.    | 1             |
| <b>State Police Troops</b> |       | U. S. Detention Barracks,  |               |
| "A", Wells                 | 62    | Leavenworth, Kansas        | 1             |
| "B", W. Scarboro           | 112   | U. S. I. & N. S., Bangor   | 1             |
| "C", Skowhegan             | 362   | U. S. I. & N. S., Portland | 35            |
| "D", Thomaston             | 98    |                            |               |
| "E", Bangor                | 158   |                            |               |
| "F", Houlton               | 336   | <b>Total</b>               | <b>41,636</b> |

(The above includes all cards received except Student Identification and Wanted Notices.)

## CRIME CHART

Substantiated by records received during biennial period

| Crime                            | Fingerprints   |                |              | *Additional<br>Records | Total |
|----------------------------------|----------------|----------------|--------------|------------------------|-------|
|                                  | White<br>Males | Black<br>Males | Fe-<br>males |                        |       |
| Abandonment.....                 | 1              |                |              |                        | 1     |
| Accessory.....                   | 2              |                | 1            | 1                      | 4     |
| Adultery.....                    | 41             |                | 42           | 13                     | 96    |
| Affray.....                      | 17             |                |              | 7                      | 24    |
| Alien.....                       | 68             | 1              | 10           | 8                      | 87    |
| Arson.....                       | 30             |                |              | 9                      | 39    |
| Assault and Battery.....         | 614            | 8              | 20           | 313                    | 955   |
| Assault w/i Kill.....            | 54             | 1              | 6            | 16                     | 77    |
| Assault w/i Rape.....            | 40             |                |              | 6                      | 46    |
| Assault w/i Rob.....             | 27             |                |              | 11                     | 38    |
| A.W.O.L.....                     | 19             |                |              | 2                      | 21    |
| Begging.....                     | 4              |                |              |                        | 4     |
| Bench Warrant.....               | 3              |                |              |                        | 3     |
| Bigamy.....                      | 1              |                |              |                        | 1     |
| Breaking and Entering.....       | 638            |                | 14           | 244                    | 896   |
| Bribery.....                     | 4              |                | 1            |                        | 5     |
| Burglary.....                    | 3              |                |              | 2                      | 5     |
| Capias.....                      | 3              |                |              | 60                     | 63    |
| Carnal Knowledge.....            | 14             |                |              | 5                      | 19    |
| Causing Delinquency.....         | 1              |                |              |                        | 1     |
| Common Night Walker.....         |                |                |              | 2                      | 2     |
| Concealing Human Body.....       | 2              |                |              |                        | 2     |
| Concealed Weapons.....           | 29             |                |              | 6                      | 35    |
| Conspiracy.....                  | 14             |                |              | 8                      | 22    |
| Contempt of Court.....           | 8              |                |              | 1                      | 9     |
| Cruelty to Animals.....          | 11             |                |              | 1                      | 12    |
| Danger of Falling into Vice..... | 1              |                | 2            |                        | 3     |
| Defraud.....                     | 18             |                |              | 10                     | 28    |
| Desertion.....                   | 1              |                |              |                        | 1     |
| Disturbing the Peace.....        | 345            | 3              | 25           | 1114                   | 1487  |
| Drinking in Public Places.....   | 30             |                |              | 9                      | 39    |
| Drunken Driving.....             | 1212           | 2              | 12           | 202                    | 1428  |
| Embezzlement.....                | 41             |                | 1            | 16                     | 58    |
| Escape.....                      | 62             | 1              | 6            | 26                     | 95    |
| Evading Fare.....                | 18             | 1              | 1            | 7                      | 27    |
| False Pretenses.....             | 59             |                | 7            | 36                     | 102   |
| False Registration.....          | 2              |                | 1            | 1                      | 4     |
| Federal Violation.....           | 20             |                | 1            | 22                     | 43    |
| Fish and Game Violation.....     | 35             |                |              | 9                      | 44    |
| Forgery.....                     | 227            |                | 24           | 95                     | 346   |
| Fornication.....                 | 24             |                | 18           | 18                     | 60    |
| Fugitive.....                    | 52             |                | 10           | 10                     | 72    |
| Gambling.....                    | 79             | 4              | 1            | 40                     | 124   |
| Harboring a Criminal.....        | 2              |                | 1            | 1                      | 4     |
| Idle and Disorderly.....         | 57             | 6              | 25           | 136                    | 224   |
| Impersonation.....               | 3              |                |              | 1                      | 4     |
| Incest.....                      | 13             |                |              | 1                      | 14    |



| Crime   | Fingerprints   |                |              | *Additional<br>Records | Total  |
|---|----------------|----------------|--------------|------------------------|--------|
|   | White<br>Males | Black<br>Males | Fe-<br>males |                        |        |
| Incorrigible . . . . .                                  | 35             |                | 3            |                        | 38     |
| Indecent Exposure . . . . .                             | 53             | 1              |              | 26                     | 80     |
| Indecent Liberties . . . . .                            | 92             |                | 1            | 18                     | 111    |
| Intoxication . . . . .                                  | 6366           | 74             | 352          | 9964                   | 16756  |
| Investigation . . . . .                                 | 238            | 2              | 34           | 9                      | 283    |
| Jumping Bail . . . . .                                  | 1              |                |              |                        | 1      |
| Juvenile Delinquency . . . . .                          | 18             |                | 1            | 1                      | 20     |
| Kidnapping . . . . .                                    | 2              |                |              | 2                      | 4      |
| Larceny . . . . .                                       | 1106           | 9              | 56           | 387                    | 1558   |
| Larceny of Auto . . . . .                               | 459            | 1              | 9            | 161                    | 630    |
| Lascivious Cohabitation . . . . .                       | 12             | 1              | 13           | 10                     | 36     |
| Lascivious Speech and Behavior . . . . .                | 128            | 4              | 118          | 107                    | 357    |
| Liquor Violation . . . . .                              | 62             |                | 11           | 57                     | 130    |
| Loitering . . . . .                                     | 18             | 1              |              | 21                     | 40     |
| Malicious Mischief . . . . .                            | 144            | 1              | 1            | 39                     | 185    |
| Manslaughter . . . . .                                  | 44             |                | 2            | 5                      | 51     |
| Material Witness . . . . .                              | 5              |                | 4            |                        | 9      |
| Military Deserter . . . . .                             | 5              |                |              |                        | 5      |
| Motor Vehicle Violation . . . . .                       | 494            | 2              | 7            | 157                    | 660    |
| Murder . . . . .  | 17             |                | 2            | 7                      | 26     |
| Narcotics . . . . .                                     |                |                | 3            | 2                      | 5      |
| Neglect of Child . . . . .                              | 7              | 2              | 23           | 7                      | 39     |
| Night Lodger . . . . .                                  | 1741           | 63             | 25           | 172                    | 2001   |
| Non Support . . . . .                                   | 212            |                |              | 131                    | 343    |
| Nuisance . . . . .                                      | 4              |                |              | 2                      | 6      |
| Parole Violator . . . . .                               | 16             |                |              | 18                     | 34     |
| Peeping Tom . . . . .                                   | 3              |                |              | 4                      | 7      |
| Perjury . . . . .                                       | 4              |                | 2            |                        | 6      |
| Prostitution and House . . . . .                        | 5              | 1              | 5            | 13                     | 24     |
| Rape . . . . .  | 53             | 1              |              | 15                     | 69     |
| Receiving Stolen Property . . . . .                     | 23             | 2              | 1            | 11                     | 37     |
| Resisting an Officer . . . . .                          | 41             |                | 2            | 34                     | 77     |
| Robbery . . . . .                                       | 82             | 3              |              | 35                     | 120    |
| Runaway . . . . .                                       | 38             | 1              | 13           | 5                      | 57     |
| Safe Keeping . . . . .                                  | 101            | 3              | 18           | 119                    | 241    |
| Selling Mortgaged Property . . . . .                    | 26             |                | 1            |                        | 27     |
| Sex Crimes . . . . .                                    | 66             | 3              | 1            | 7                      | 77     |
| Shoplifting . . . . .                                   | 4              |                | 6            | 6                      | 16     |
| Soliciting . . . . .                                    | 1              |                |              |                        | 1      |
| Suspicious Person . . . . .                             | 26             |                | 3            | 20                     | 49     |
| Threat . . . . .  | 21             |                |              | 6                      | 27     |
| Trespassing . . . . .                                   | 6              |                |              | 5                      | 11     |
| Truancy . . . . .                                       | 27             |                | 2            |                        | 29     |
| Vagrancy . . . . .                                      | 114            | 3              | 7            | 48                     | 172    |
| Violation City Ordinance . . . . .                      | 16             |                |              | 3                      | 19     |
| Violation of Probation . . . . .                        | 59             |                | 6            | 205                    | 270    |
| Violation of State Law . . . . .                        | 2              |                |              | 1                      | 3      |
| Violation Selective Service Train-<br>ing Act . . . . . | 1              |                |              | 4                      | 5      |
| Violation True Name Law . . . . .                       | 6              |                | 2            | 9                      | 17     |
| Worthless Checks . . . . .                              | 50             | 3              | 5            | 12                     | 70     |
| Totals . . . . .  | 16,003         | 208            | 968          | 14,334                 | 31,513 |

(Some fingerprint cards substantiate more than one criminal charge.)

\*"Additional Records" are special forms used to report subsequent arrests of persons whose fingerprints are already on file in the criminal section of this Bureau.

Identifications made between new criminal fingerprints and those previously filed totalled 8,048 or 51.1%.

|   |        |
|---|--------|
| Criminal records furnished to other departments                                     | 72,518 |
| Criminal records received from the Federal Bureau of Investigation and other states | 5,069  |
| Final dispositions of continued and bound over cases received and filed             | 13,211 |

When notice is received of an individual being placed on probation, a signal, showing the expiration of such probation, is placed on his criminal record to insure that subsequent arrests of the subject during his probation period shall be reported immediately to the probation officer.

|                              |       |
|------------------------------|-------|
| Number of Probations Flagged | 2,427 |
|------------------------------|-------|

Parolees' records from several state criminal institutions are also flagged and all new arrests during the period of parole are reported to the institution and the parole officers.

|                           |     |
|---------------------------|-----|
| Number of Paroles Flagged | 567 |
|---------------------------|-----|

Many requests are received by this Bureau for information concerning the exact location of parolees. At the present time these requests are referred to the Department of Institutional Service. In view of the fact that inquiries are frequently received after office hours, the Bureau could render more efficient service if it were supplied regularly by all state criminal institutions with a complete list of parolees and their parole addresses.

The State of Ohio publishes in their regular weekly bulletin a list of parolees from the State Penitentiary and the State Reformatory. This information includes the subject's name, the crime for which he was committed, his parole address, and the name of his parole officer. A similar list of parolees in this state would be of great value to all law enforcement officers.

During this biennial period the names of 17,375 persons who were wanted or missing in other states were flagged in our index files. These files are checked daily against all new fingerprint records. We have issued 7,364 fingerprint bulletins of 29 individuals wanted by institutions and other law enforcement departments in Maine, and 1,675 bulletins of 3 individuals reported as missing.

Verbal and written inquiries for criminal records numbering 6,280 were cleared by the Bureau. The last few months have brought an increase in the number of fingerprints cleared for the military and naval recruiting branches. An average of 12 such prints are classified and checked through our criminal files every day.

Since our last report the criminal photograph file has been completely revised so that all major crimes are now segregated and the photographs are filed under the Kardex visual system to facilitate identification. At the present time we have sufficient filing space for only major crimes. It is recommended that facilities be provided so that all criminal photographs may be filed under this system.

|   |        |
|---|--------|
| Criminal Photographs Filed during Biennial Period | 5,071  |
| Total Criminal Photographs Now on File            | 53,668 |

### Student Identification

Fingerprints in our student file now total 134,483. The major portion of this project has been completed. In the future it will be necessary to fingerprint only fourth-graders and any newly enrolled pupils. Of the above numbered student prints 32,916 have been classified. Lack of trained personnel has retarded our classification progress.

Our personal identification file, exclusive of students, totals 197,916 sets of fingerprints, of which 15,137 are classified. The remainder are filed alphabetically by name.

### Photography

In the last two years there has been a large increase in the amount of photographic work done by the Bureau, as indicated by the following comparative statistics:

|   | 1944-46 | 1946-48 |
|---|---------|---------|
| Negatives Made, Ranging in Size from<br>3¼" x 4¼" to 8" x 10" | 1,883   | 2,365   |
| Contact Prints Made from Above Negatives                      | 8,418   | 11,676  |
| Projection Enlargements Made                                  | 316     | 2,341   |

While the increase in photostatic copies of records made is only 28, (10,216 as compared to 10,188 during the previous biennium),

wanted bulletins numbering 6,674 during 1944-46 which were then photostated are now printed commercially.

Total Number of Pieces of Photography Handled

26,598

### Laboratory

The laboratory work of the Bureau consists mainly of latent fingerprint cases as we are not equipped to handle ballistics and chemical analyses. All ballistics and handwriting cases submitted to our Bureau are now forwarded to the Federal Bureau of Investigation Laboratory for analyses, and chemical analyses are performed by the State Laboratories.

During this biennial period 728 articles were processed for latent fingerprints, and 485 prints and fragments were recovered.

Following is a summary of laboratory cases received, showing the type of case, as well as the type of crime involved:

#### BALLISTICS

|                |   |   |
|----------------|---|---|
| Night Hunting  | 1 |   |
| Shooting Horse | 1 |   |
| Violent Death  | 1 |   |
| Total          |   | 3 |

#### CHEMICALS

|                          |   |   |
|--------------------------|---|---|
| Assault with Intent Rape | 1 |   |
| Hit and Run              | 2 |   |
| Larceny                  | 2 |   |
| Poisoning                | 1 |   |
| Total                    |   | 6 |

#### HANDWRITING

|                   |   |   |
|-------------------|---|---|
| Anonymous Writing | 1 |   |
| Forgery           | 2 |   |
| Larceny           | 1 |   |
| Total             |   | 4 |

#### LATENT FINGERPRINTS

|                                 |    |     |
|---------------------------------|----|-----|
| Abandonment                     | 1  |     |
| Arson                           | 8  |     |
| Assault with a Dangerous Weapon | 1  |     |
| Assault with Intent to Kill     | 1  |     |
| Attempted Poisoning             | 1  |     |
| Attempted Suicide               | 1  |     |
| Breaking, Entering and Larceny  | 99 |     |
| Larceny                         | 5  |     |
| Larceny of Auto                 | 30 |     |
| Malicious Mischief              | 4  |     |
| Murder                          | 3  |     |
| Rape                            | 1  |     |
| Violent Death                   | 2  |     |
| Total                           |    | 157 |

## MICROSCOPICS

|                                 |   |   |
|---------------------------------|---|---|
| Armed Robbery                   | 1 |   |
| Breaking, Entering, and Larceny | 1 |   |
| Total                           |   | 2 |

## PHOTOGRAPHIC

|                                 |    |    |
|---------------------------------|----|----|
| Accidental Death                | 6  |    |
| Arson                           | 2  |    |
| Assault with Intent to Kill     | 1  |    |
| Breaking, Entering, and Larceny | 11 |    |
| Hit and Run                     | 1  |    |
| Larceny                         | 2  |    |
| Manslaughter                    | 1  |    |
| Motor Vehicle Accident          | 2  |    |
| Suicide                         | 1  |    |
| Violent Death                   | 4  |    |
| Total                           |    | 31 |

## PLASTICS

|                                |   |    |
|--------------------------------|---|----|
| Breaking, Entering and Larceny | 8 |    |
| Cruelty to Animals             | 1 |    |
| Larceny of Auto                | 1 |    |
| Total                          |   | 10 |

|                                    |     |
|------------------------------------|-----|
| TOTAL NUMBER OF CASES              | 213 |
| TOTAL NUMBER OF PLASTER CASTS MADE | 17  |

The splendid cooperation manifest among Federal, state, and municipal law enforcement agencies is greatly responsible for the successful operation of this Bureau. We are ready and willing at all times to lend our resources and help to all law enforcement agencies at all levels of government.

### CRIMINAL INVESTIGATION BUREAU

The Bureau of Criminal Investigation, as set up in our department, is a central clearing office under the supervision of a Commissioned Officer of the Headquarters staff which facilitates the operation and maintenance of systematic reports of crimes prepared at the time an offense or complaint becomes known to the police. We do not maintain a detective bureau as we have found it more economical and efficient to select the officers assigned to major cases according to their personal characteristics and ability which make them individually suited for the particular type of investigation at hand. The majority of arrests made in the criminal field by the members of the State Police are incident to highway traffic patrol work and originate from offenses observed by the officers or through complaints which are made to them. The

majority of general criminal cases are investigated by the sheriffs' departments or by the city police departments. The facilities and services of the State Police are available at all times to develop the more efficient police work resulting from collaboration of all agencies.

The Uniform Crime Reporting System, inaugurated in 1941 on recommendation of a representative of the FBI, has proved very effective and efficient and leaves nothing to be desired in complaint recording and investigation reporting. The system provides the investigating officers with a complete case history on proper form of all cases under investigation and provides the administrative officers with the necessary information to properly direct the activities of their men and furnishes information to submit to the individual or department making the complaint. This adds materially to the public service because it assures our citizens that every complaint which is filed with the department will be properly investigated, recorded and reported. When an investigation develops into a court case, the County Attorney is furnished a Summary of Prosecution Report which contains all pertinent information relating to the case, together with a written statement of each witness.

The success of our projects for the control and prevention of juvenile delinquency has been gratifying. Though delinquency can never be entirely eliminated, we believe through cooperation of the parents, the enforcement units, the social agencies, the religious organizations and the educational staffs that once the control is firmly established, it can be maintained.

The Bureau of Criminal Investigation is responsible for the enforcement of the statute which provides for the licensing and regulation of public beano in the State. This activity is self-supporting inasmuch as the revenue derived from the issuance of licenses is adequate to cover the cost of administration.

|                                  |                   |                   |
|----------------------------------|-------------------|-------------------|
|                                  | 1946-47           | 1947-48           |
| Gross income from Beano licenses | \$6,064.00        | \$6,922.00        |
| Cost of administration of law    | 1,909.79          | 1,820.43          |
| Net profit to State              | <u>\$4,154.21</u> | <u>\$5,101.57</u> |

It was definitely the intention of the Legislature that the amusement known as Beano was to be operated for the exclusive

benefit of the specified organizations. The Compilation of the Disposition of Funds Reports filed by the various organizations operating Beano reveal the following statistics:

|                                   | 1946-47      | 1947-48      |
|-----------------------------------|--------------|--------------|
| Number of organizations operating |              |              |
| Beano                             | 315          | 344          |
| Gross receipts                    | \$379,855.03 | \$710,175.32 |
| Net profit                        | \$ 90,338.85 | \$153,131.76 |

\* \* \* \* \*

**ARREST STATISTICS**  
**Criminal Law Violations**  
 (Other than motor vehicle)

|                                       | Fiscal Years |         |
|---------------------------------------|--------------|---------|
|                                       | 1946-47      | 1947-48 |
| Adultery                              | 6            | 7       |
| Affray                                | 0            | 9       |
| Arson                                 | 1            | 1       |
| Assault and battery                   | 35           | 61      |
| Assault on an officer                 | 4            | 3       |
| AWOL                                  | 1            | 0       |
| Behavior, lascivious                  | 5            | 5       |
| Breaking, entering and larceny        | 16           | 45      |
| Checks, insufficient funds            | 0            | 7       |
| Cohabitation, lascivious              | 5            | 5       |
| Conspiracy                            | 0            | 2       |
| Defrauding an inn keeper              | 0            | 2       |
| Disturbing the peace                  | 2            | 4       |
| Embezzlement                          | 5            | 1       |
| Escaped prisoner                      | 9            | 0       |
| Exposure of person, lascivious        | 4            | 0       |
| False pretenses, cheating by          | 5            | 4       |
| Forgery and uttering                  | 11           | 12      |
| Fornication                           | 5            | 2       |
| Fugitive from justice                 | 8            | 16      |
| Gambling                              | 8            | 4       |
| Incest                                | 1            | 1       |
| Indecent liberties                    | 4            | 6       |
| Intoxication                          | 339          | 425     |
| Larceny                               | 142          | 113     |
| Liquor, illegal sale of               | 3            | 13      |
| Malicious Mischief                    | 35           | 8       |
| Manslaughter                          | 12           | 9       |
| Miscellaneous                         | 127          | 185     |
| Mortgaged property, selling of        | 0            | 2       |
| Murder                                | 3            | 3       |
| Non-support                           | 15           | 11      |
| Obstructing an officer                | 7            | 4       |
| Public drinking law, violation of     | 0            | 93      |
| Rape                                  | 10           | 4       |
| Receiving and concealing stolen goods | 1            | 0       |
| Robbery                               | 6            | 10      |
| Runaway                               | 2            | 2       |
| Slot machines, illegal use of         | 0            | 2       |



## BIENNIAL REPORT

|                                    |         |         |
|------------------------------------|---------|---------|
| Sodomy                             | 0       | 1       |
| Vagrancy                           | 0       | 7       |
|                                    | <hr/>   | <hr/>   |
| Total                              | 837     | 1,089   |
| <b>Case Records</b>                |         |         |
| Complaints received and acted upon | 1946-47 | 1947-48 |
| Headquarters                       | 750     | 886     |
| Troop A                            | 157     | 234     |
| Troop B                            | 664     | 643     |
| Troop C                            | 610     | 534     |
| Troop D                            | 560     | 418     |
| Troop E                            | 460     | 875     |
| Troop F                            | 406     | 374     |
|                                    | <hr/>   | <hr/>   |
| Total                              | 3,607   | 3,964   |
| Special subversive activities      | 1       | 0       |
| Selective service delinquents      | 0       | 0       |
| Conscientious objectors            | 0       | 0       |
| Military deserters                 | 1       | 2       |
| Enemy aliens                       | 0       | 0       |
| Military AWOL                      | 26      | 5       |
| Prisoner of war                    | 1       | 0       |

**Fines and Costs  
Miscellaneous Credits**

|                             |              |              |
|-----------------------------|--------------|--------------|
|                             | 1946-47      | 1947-48      |
| Fines Assessed              | \$123,678.81 | \$114,096.50 |
| Costs Assessed              | 20,478.04    | 19,690.25    |
| Registration Fees Collected | 38,161.80    | 45,220.88    |
| Stolen Property Recovered   | 172,516.35   | 124,334.29   |
|                             | <hr/>        | <hr/>        |
| Total                       | \$354,835.00 | \$303,341.92 |

### COMMUNICATIONS DIVISION

The 1944-46 Biennial Report set forth our proposed radiotelephone communications program wherein the Bangor district installation was scheduled after the completion of the mountain-top transmitter on Ossipee Mountain in the town of Waterboro. This latter project was completed late in the fall of 1946 and is adequately providing radio communications for the southern part of the State.

Our application to the Federal Communications Commission for a Radio Station Construction Permit in the Bangor area was denied because the US Military authorities objected to the erection of a tower at Troop E Headquarters. It was decided that the 250 watt transmitter procured for Bangor should be set up at the Houlton Barracks as a temporary installation during the win-



TABLE E - HIGHWAY

| I. Character of Roadway                      | Total       | Fatal      | Personal Injury | Property Damage |
|--|-------------|------------|-----------------|-----------------|
| 1. Straight road-level                       | 1947        | 68         | 634             | 1205            |
| 2. Straight road-hillcrest                   | 583         | 14         | 208             | 364             |
| 3. Straight road-on grade                    | 19          | 17         | 1               | 1               |
| 4. Sharp curve or turn-level                 | 307         | 19         | 128             | 157             |
| 5. Sharp curve or turn-hillcrest             | 151         | 4          | 58              | 89              |
| 6. Sharp curve or turn-on grade              | 5           | 1          | 3               | 1               |
| 7. Other curves-level                        | 131         | 4          | 44              | 84              |
| 8. Other curves-hillcrest                    | 62          | 2          | 21              | 41              |
| 9. Other curves-on grade                     | 3           | 3          | 3               | 3               |
| 10. Not stated                               | 319         | 39         | 97              | 183             |
| <b>Total accidents</b>                       | <b>3484</b> | <b>162</b> | <b>1195</b>     | <b>2427</b>     |
| II. Type of Road Surface                     | Total       | Fatal      | Personal Injury | Property Damage |
| 1. Concrete                                  | 663         | 20         | 237             | 412             |
| 2. Blacktop                                  | 2443        | 93         | 845             | 1505            |
| 3. Brick                                     | 7           | 1          | 1               | 6               |
| 4. Gravel                                    | 141         | 5          | 56              | 80              |
| 5. Dirt or sand                              | 49          | 3          | 17              | 23              |
| 6.   | 4           | 1          | 1               | 3               |
| 7. Other                                     | 148         | 40         | 9               | 23              |
| 8. Not stated                                | 178         | 40         | 35              | 75              |
| <b>Total accidents</b>                       | <b>3484</b> | <b>162</b> | <b>1195</b>     | <b>2427</b>     |
| III. Road Surface Condition                  | Total       | Fatal      | Personal Injury | Property Damage |
| 1. Dry                                       | 2072        | 81         | 784             | 1196            |
| 2. Wet                                       | 572         | 25         | 193             | 354             |
| 3. Muddy                                     | 11          | 1          | 3               | 8               |
| 4. Snowy                                     | 224         | 7          | 73              | 211             |
| 5. Icy                                       | 443         | 14         | 132             | 297             |
| 6. Not stated                                | 82          | 23         | 6               | 58              |
| <b>Total accidents</b>                       | <b>3484</b> | <b>162</b> | <b>1195</b>     | <b>2427</b>     |
| IV. Road Defects                             | Total       | Fatal      | Personal Injury | Property Damage |
| 1. Foreign material on surface               | 10          | 5          | 5               | 15              |
| 2. Loose surface material-gravel, etc.       | 10          | 5          | 5               | 15              |
| 3. Holes, ruts, etc.                         | 3           | 1          | 7               | 2               |
| 4. Defective shoulders                       | 3           | 1          | 2               | 2               |
| 5. Obstruction not lighted (darkness)        | 3           | 1          | 2               | 2               |
| 6. Obstruction not signaled (daylight)       | 3           | 1          | 2               | 2               |
| 7. Other defects                             | 22          | 5          | 16              | 11              |
| <b>Total defects</b>                         | <b>52</b>   | <b>5</b>   | <b>19</b>       | <b>28</b>       |
| 8. Accidents-road defect                     | 152         | 5          | 19              | 28              |
| 9. Accidents-no road defect                  | 337         | 109        | 1173            | 2099            |
| 10. Accidents-not stated                     | 51          | 48         | 3               | 3               |
| <b>Total accidents</b>                       | <b>3484</b> | <b>162</b> | <b>1195</b>     | <b>2427</b>     |
| 11. Road under construction or repair        | 21          | 1          | 12              | 12              |
| 12. Road not under construction or repair    | 3411        | 161        | 1187            | 2415            |
| 13. Not stated                               | 52          | 49         | 3               | 3               |
| <b>Total accidents</b>                       | <b>3484</b> | <b>162</b> | <b>1195</b>     | <b>2427</b>     |
| V. Character of Location                     | Total       | Fatal      | Personal Injury | Property Damage |
| 1. Street intersection (urban)               | 339         | 17         | 165             | 207             |
| 2. Highway intersection (rural)              | 44          | 3          | 16              | 25              |
| 3. Alley intersection                        | 5           | 5          | 5               | 4               |
| 4. Driveway intersection                     | 10          | 6          | 6               | 4               |
| 5. Railroad crossing                         | 30          | 6          | 20              | 4               |
| 6. Bridge or overpass                        | 29          | 6          | 9               | 17              |
| 7. Underpass                                 | 4           | 2          | 2               | 2               |
| 8. In alley                                  | 2976        | 106        | 1019            | 1871            |
| 9. All others                                | 27          | 24         | 3               | 3               |
| 10. Not stated                               | 27          | 24         | 3               | 3               |
| <b>Total accidents</b>                       | <b>3484</b> | <b>162</b> | <b>1195</b>     | <b>2427</b>     |
| VI. Traffic Control                          | Total       | Fatal      | Personal Injury | Property Damage |
| 1a. Police officer-at intersection           | 1           | 1          | 1               | 1               |
| 1b. Police officer-at other location         | 4           | 1          | 1               | 8               |
| 2a. Stop-and-go light-functioning            | 6           | 1          | 1               | 8               |
| 2b. Stop-and-go light-not functioning        | 1           | 1          | 1               | 1               |
| 3a. Stop sign-functioning                    | 61          | 2          | 26              | 33              |
| 3b. Stop sign-not functioning                | 7           | 2          | 5               | 2               |
| 4a. Warning sign-functioning-intersection    | 55          | 2          | 23              | 30              |
| 4b. Same-not at intersection                 | 79          | 5          | 16              | 58              |
| c. Warning sign-not functioning-intersect.   | 9           | 1          | 3               | 5               |
| d. Same-not at intersection                  | 13          | 1          | 7               | 5               |
| 5a. R.R. watchman, gates, signal-functioning | 35          | 6          | 7               | 22              |
| b. Same-not functioning                      | 2           | 1          | 1               | 1               |
| 6a. Other traffic control-functioning        | 5           | 2          | 3               | 3               |
| b. Other traffic control-not functioning     | 12          | 102        | 1087            | 1931            |
| 7. No traffic control                        | 3220        | 43         | 10              | 18              |
| 8. Not stated                                | 71          | 43         | 10              | 18              |
| <b>Total accidents</b>                       | <b>3484</b> | <b>162</b> | <b>1195</b>     | <b>2427</b>     |
| VII. Kind of Locality                        | Total       | Fatal      | Personal Injury | Property Damage |
| 1. Manufacturing and industrial district     | 4           | 2          | 2               | 2               |
| 2. Shopping and business district            | 245         | 20         | 64              | 161             |
| 3. Residential district                      | 540         | 47         | 179             | 323             |
| 4. School and playground district            | 13          | 1          | 4               | 4               |
| 5. Open country                              | 2654        | 90         | 845             | 1619            |
| 6. Other                                     | 3           | 3          | 3               | 3               |
| 7. Not stated                                | 23          | 5          | 2               | 18              |
| <b>Total accidents</b>                       | <b>3484</b> | <b>162</b> | <b>1195</b>     | <b>2427</b>     |

TABLE F - TIME and WEATHER

| I. Hour  | Total       | Fatal      | Personal Injury | Property Damage |
|--|-------------|------------|-----------------|-----------------|
| 1. 12:00 Midnight to 12:59 a.m.                  | 144         | 6          | 41              | 87              |
| 2. 1:00 a.m. to 1:59 a.m.                        | 107         | 6          | 39              | 62              |
| 3. 2:00 a.m. to 2:59 a.m.                        | 58          | 2          | 22              | 34              |
| 4. 3:00 a.m. to 3:59 a.m.                        | 39          | 2          | 15              | 23              |
| 5. 4:00 a.m. to 4:59 a.m.                        | 27          | 4          | 13              | 17              |
| 6. 5:00 a.m. to 5:59 a.m.                        | 24          | 4          | 7               | 13              |
| 7. 6:00 a.m. to 6:59 a.m.                        | 53          | 2          | 19              | 34              |
| 8. 7:00 a.m. to 7:59 a.m.                        | 64          | 3          | 16              | 47              |
| 9. 8:00 a.m. to 8:59 a.m.                        | 109         | 7          | 28              | 81              |
| 10. 9:00 a.m. to 9:59 a.m.                       | 117         | 3          | 39              | 75              |
| 11. 10:00 a.m. to 10:59 a.m.                     | 156         | 1          | 49              | 106             |
| 12. 11:00 a.m. to 11:59 a.m.                     | 162         | 3          | 45              | 114             |
| 13. 12:00 Noon to 12:59 p.m.                     | 161         | 7          | 52              | 102             |
| 14. 1:00 p.m. to 1:59 p.m.                       | 160         | 5          | 57              | 88              |
| 15. 2:00 p.m. to 2:59 p.m.                       | 173         | 7          | 64              | 102             |
| 16. 3:00 p.m. to 3:59 p.m.                       | 190         | 8          | 60              | 122             |
| 17. 4:00 p.m. to 4:59 p.m.                       | 281         | 13         | 83              | 185             |
| 18. 5:00 p.m. to 5:59 p.m.                       | 264         | 17         | 109             | 138             |
| 19. 6:00 p.m. to 6:59 p.m.                       | 218         | 12         | 77              | 129             |
| 20. 7:00 p.m. to 7:59 p.m.                       | 247         | 8          | 89              | 150             |
| 21. 8:00 p.m. to 8:59 p.m.                       | 179         | 11         | 60              | 108             |
| 22. 9:00 p.m. to 9:59 p.m.                       | 146         | 2          | 48              | 86              |
| 23. 10:00 p.m. to 10:59 p.m.                     | 153         | 10         | 70              | 75              |
| 24. 11:00 p.m. to 11:59 p.m.                     | 164         | 5          | 71              | 88              |
| 25. Not stated                                   | 82          | 25         | 22              | 35              |
| <b>Total accidents</b>                           | <b>3484</b> | <b>162</b> | <b>1195</b>     | <b>2427</b>     |
| II. Day of Week                                  | Total       | Fatal      | Personal Injury | Property Damage |
| 1. Monday  | 449         | 9          | 160             | 280             |
| 2. Tuesday                                       | 490         | 25         | 134             | 331             |
| 3. Wednesday                                     | 356         | 23         | 128             | 205             |
| 4. Thursday                                      | 408         | 17         | 122             | 269             |
| 5. Friday  | 491         | 27         | 174             | 210             |
| 6. Saturday                                      | 655         | 38         | 239             | 378             |
| 7. Sunday  | 599         | 22         | 209             | 368             |
| 8. Not stated                                    | 36          | 7          | 19              | 16              |
| <b>Total accidents</b>                           | <b>3484</b> | <b>162</b> | <b>1195</b>     | <b>2427</b>     |
| III. Light Conditions                            | Total       | Fatal      | Personal Injury | Property Damage |
| 1. Daylight                                      | 1918        | 59         | 612             | 1247            |
| 2. Dusk  | 131         | 8          | 46              | 78              |
| 3. Dawn  | 5           | 1          | 2               | 2               |
| 4. Darkness-street or highway lighted            | 366         | 23         | 127             | 216             |
| 5. Darkness-street or highway not lighted        | 939         | 40         | 395             | 544             |
| 6. Darkness-lighting not stated                  | 19          | 2          | 6               | 11              |
| 7. Not stated                                    | 62          | 30         | 7               | 25              |
| <b>Total accidents</b>                           | <b>3484</b> | <b>162</b> | <b>1195</b>     | <b>2427</b>     |
| IV. Weather                                      | Total       | Fatal      | Personal Injury | Property Damage |
| 1. Clear   | 2279        | 84         | 820             | 1369            |
| 2. Cloudy  | 479         | 18         | 149             | 308             |
| 3. Raining                                       | 313         | 14         | 136             | 225             |
| 4. Snowing                                       | 164         | 6          | 47              | 119             |
| 5. Fog   | 101         | 9          | 32              | 60              |
| 6. Other   | 24          | 31         | 12              | 26              |
| 7. Not stated                                    | 164         | 31         | 12              | 26              |
| <b>Total accidents</b>                           | <b>3484</b> | <b>162</b> | <b>1195</b>     | <b>2427</b>     |
| I. Pedestrian's Condition - Drinking             | Total       | Killed     | Injured         |                 |
| 1. Had not been drinking                         | 169         | 38         | 131             |                 |
| 2. Had been drinking-obviously drunk             | 20          | 9          | 11              |                 |
| a. Same-ability impaired                         | 1           | 1          | 1               |                 |
| b. Same-ability not impaired                     | 1           | 1          | 1               |                 |
| d. Same-not known whether impaired               | 1           | 1          | 1               |                 |
| 3. Not stated                                    | 30          | 29         | 1               |                 |
| <b>Total pedestrians</b>                         | <b>220</b>  | <b>77</b>  | <b>143</b>      |                 |
| II. Pedestrian's Condition - Except Drinking     | Total       | Killed     | Injured         |                 |
| 1. Eyesight defective                            | 3           | 1          | 2               |                 |
| 2. Hearing defective                             | 4           | 2          | 2               |                 |
| 3. Other bodily defect                           | 1           | 1          | 1               |                 |
| 4. Ill   | 1           | 1          | 1               |                 |
| 5. Fatigued or asleep                            | 1           | 1          | 1               |                 |
| 6. Other handicap                                | 1           | 1          | 1               |                 |
| <b>Total physical defects</b>                    | <b>7</b>    | <b>3</b>   | <b>4</b>        |                 |
| 7. Pedestrians physically defective              | 6           | 2          | 4               |                 |
| 8. Pedestrians not physically defective          | 181         | 43         | 138             |                 |
| 9. Not stated                                    | 33          | 32         | 1               |                 |
| <b>Total pedestrians</b>                         | <b>220</b>  | <b>77</b>  | <b>143</b>      |                 |
| III. Residence of Pedestrian                     | Total       | Killed     | Injured         |                 |
| 1. Residing within 25 miles of accident location | 211         | 71         | 140             |                 |
| 2. Residing elsewhere in state                   | 4           | 3          | 1               |                 |
| 3. Residing out of state                         | 3           | 1          | 2               |                 |
| 4. Not stated                                    | 2           | 2          | 1               |                 |
| <b>Total pedestrians</b>                         | <b>220</b>  | <b>77</b>  | <b>143</b>      |                 |

TABLE G - PEDESTRIANS ACTIONS

| IV. Pedestrian Actions by Age, Sex and Light Conditions | Total Pedestrians | Pedestrians Killed | Pedestrians Killed and Injured |           |           |           |           |           |           |           |                  |            |           |            |           |           |            |   |   |   |   |   |   |   |
|---|-------------------|--------------------|--------------------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------------|------------|-----------|------------|-----------|-----------|------------|---|---|---|---|---|---|---|
|   |                   |                    | Age                            |           |           |           |           |           | Sex       |           | Light Conditions |            |           |            |           |           |            |   |   |   |   |   |   |   |
|   |                   |                    | 0-4                            | 5-9       | 10-14     | 15-19     | 20-24     | 25-44     | 45-64     | 65 & Over | Not Stated       | Male       | Female    | Daylight   | Dusk      | Darkness  | Not Stated |   |   |   |   |   |   |   |
| 1a. Crossing at intersection-with signal                | 1                 | 1                  |                                |           |           |           |           |           |           |           |                  |            |           |            |           |           |            |   |   |   |   |   |   |   |
| b. Same-against signal                                  | 14                | 1                  | 1                              | 4         | 2         | 1         | 1         | 1         | 1         | 1         | 1                | 1          | 1         | 1          | 1         | 1         | 1          | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| c. Same-no signal                                       | 10                | 5                  |                                |           |           |           |           |           |           |           |                  |            |           |            |           |           |            |   |   |   |   |   |   |   |
| d. Same-diagonally                                      | 13                | 1                  |                                |           |           |           |           |           |           |           |                  |            |           |            |           |           |            |   |   |   |   |   |   |   |
| 2. Crossing not at intersection                         | 62                | 17                 | 9                              | 21        | 7         | 2         | 2         | 2         | 4         | 6         | 11               | 2          | 36        | 24         | 45        | 4         | 13         |   |   |   |   |   |   |   |
| 3. Coming from behind parked cars                       | 42                | 21                 | 1                              | 1         | 1         | 2         | 2         | 2         | 3         | 7         | 14               | 3          | 31        | 11         | 3         | 5         | 33         |   |   |   |   |   |   |   |
| 4a. Walking in roadway                                  | 4                 | 1                  |                                |           |           |           |           |           |           |           |                  |            |           |            |           |           |            |   |   |   |   |   |   |   |
| 5. Standing in safety zone                              | 3                 | 1                  |                                |           |           |           |           |           |           |           |                  |            |           |            |           |           |            |   |   |   |   |   |   |   |
| 6. Getting on or off street car                         | 3                 | 1                  |                                |           |           |           |           |           |           |           |                  |            |           |            |           |           |            |   |   |   |   |   |   |   |
| 7. Getting on or off vehicle                            | 3                 | 1                  |                                |           |           |           |           |           |           |           |                  |            |           |            |           |           |            |   |   |   |   |   |   |   |
| 8. Pushing or working on vehicle in roadway             | 19                | 3                  |                                |           |           |           |           |           |           |           |                  |            |           |            |           |           |            |   |   |   |   |   |   |   |
| 9. Working in roadway                                   | 14                | 5                  |                                |           |           |           |           |           |           |           |                  |            |           |            |           |           |            |   |   |   |   |   |   |   |
| 10. Playing in roadway                                  | 15                | 1                  | 3                              | 1         |           |           |           |           |           |           |                  |            |           |            |           |           |            |   |   |   |   |   |   |   |
| 11. Hitching on vehicle                                 | 3                 | 1                  |                                |           |           |           |           |           |           |           |                  |            |           |            |           |           |            |   |   |   |   |   |   |   |
| 12. Lying in roadway                                    | 3                 | 1                  |                                |           |           |           |           |           |           |           |                  |            |           |            |           |           |            |   |   |   |   |   |   |   |
| 13. Not in roadway                                      | 18                | 2                  |                                |           |           |           |           |           |           |           |                  |            |           |            |           |           |            |   |   |   |   |   |   |   |
| 14. Not stated  | 18                | 20                 |                                |           |           |           |           |           |           |           |                  |            |           |            |           |           |            |   |   |   |   |   |   |   |
| <b>Total pedestrians</b>                                | <b>220</b>        | <b>77</b>          | <b>18</b>                      | <b>46</b> | <b>18</b> | <b>14</b> | <b>16</b> | <b>19</b> | <b>30</b> | <b>47</b> | <b>12</b>        | <b>152</b> | <b>70</b> | <b>171</b> | <b>27</b> | <b>73</b> | <b>13</b>  |   |   |   |   |   |   |   |
| Additional information on pedestrians included above:   |                   |                    |                                |           |           |           |           |           |           |           |                  |            |           |            |           |           |            |   |   |   |   |   |   |   |
| 1. On sled  | 6                 | 2                  | 1                              | 5         |           |           |           |           |           |           |                  |            |           |            |           |           |            |   |   |   |   |   |   |   |
| 2. On coaster wagon, tricycle, etc.                     | 1                 | 1                  |                                |           |           |           |           |           |           |           |                  |            |           |            |           |           |            |   |   |   |   |   |   |   |
| 3. On roller skates                                     | 1                 | 1                  |                                |           |           |           |           |           |           |           |                  |            |           |            |           |           |            |   |   |   |   |   |   |   |
| 4. Pushing, pulling cart, buggy, wagon, etc.            | 1                 | 1                  |                                |           |           |           |           |           |           |           |                  |            |           |            |           |           |            |   |   |   |   |   |   |   |
| 5. Vending in roadway-no cart                           | 1                 | 1                  |                                |           |           |           |           |           |           |           |                  |            |           |            |           |           |            |   |   |   |   |   |   |   |
| 6. Hitch-hiking in roadway                              | 1                 | 1                  |                                |           |           |           |           |           |           |           |                  |            |           |            |           |           |            |   |   |   |   |   |   |   |
| 7.  |                   |                    |                                |           |           |           |           |           |           |           |                  |            |           |            |           |           |            |   |   |   |   |   |   |   |

TABLE H - DIRECTIONAL ANALYSIS

| I. Pedestrian Accidents           | Total Accidents | Fatal Accidents |              |                  |            | Personal Injury Accidents |              |                  |
|-----------------------------------|-----------------|-----------------|--------------|------------------|------------|---------------------------|--------------|------------------|
|                                   |                 | Total Fatal     | Intersection | Non-Intersection | Not Stated | Total Personal Injury     | Intersection | Non-Intersection |
| 1. Car going straight             | 180             | 48              | 5            | 41               | 2          | 132                       | 15           | 117              |
| 2. Car turning right              | 7               | 7               | 3            | 4                |            |                           |              |                  |
| 3. Car turning left               | 1               |                 |              |                  |            |                           |              |                  |
| 4. Car backing                    | 2               |                 |              |                  |            |                           |              |                  |
| 5. All others                     | 15              | 3               |              | 3                |            | 2                         | 1            | 1                |
| 6. Not stated                     | 13              | 13              | 2            | 4                | 7          |                           |              |                  |
| <b>Total pedestrian accidents</b> | <b>208</b>      | <b>72</b>       | <b>10</b>    | <b>53</b>        | <b>9</b>   | <b>136</b>                | <b>16</b>    | <b>120</b>       |

| II. Two Motor Vehicle Intersection Accidents | Total | Fatal | Personal Injury | Property Damage | IV. All Other Accidents |       |                 |  |
|--|-------|-------|-----------------|-----------------|-------------------------|-------|-----------------|--|
|  |       |       |                 |                 | Total                   | Fatal | Personal Injury |  |



TABLE E - HIGHWAY

Table E - Highway: I. Character of Roadway, II. Type of Road Surface, III. Road Surface Condition, IV. Road Defects, V. Character of Location, VI. Traffic Control, VII. Kind of Locality. Columns: Total, Fatal, Personal Injury, Property Damage.

TABLE F - TIME and WEATHER

Table F - Time and Weather: I. Hour, II. Day of Week, III. Light Conditions, IV. Weather. Columns: Total, Fatal, Personal Injury, Property Damage.

TABLE G - PEDESTRIANS ACTIONS

Table G - Pedestrians Actions: IV. Pedestrian Actions by Age, Sex and Light Conditions. Includes sub-sections for Pedestrians Killed and Injured, and Additional information on pedestrians included above.

TABLE H - DIRECTIONAL ANALYSIS

Table H - Directional Analysis: I. Pedestrian Accidents. Columns: Total Accidents, Total Fatal, Intersection, Non-Intersection, Not Stated, Total Personal Injury, Intersection, Non-Intersection, Not Stated.

TABLE G PEDESTRIAN ACTIONS

Table G - Pedestrian Actions: I. Pedestrian's Condition - Drinking, II. Pedestrian's Condition - Except Drinking, III. Residence of Pedestrian. Columns: Total, Killed, Injured.

Table G - Pedestrian Actions (continued): II. Two Motor Vehicle Intersection Accidents, IV. All Other Accidents, III. Two Motor Vehicle Non-Intersection Accidents. Columns: Total, Fatal, Personal Injury, Property Damage.

ter months, pending permanent installation in the spring. Consequently on December 1st, 1946, during a heavy snow storm, a forty-five foot steel tower was assembled and erected by State Police personnel under the direction of Mr. Ralph Anderson, Field Engineer for Motorola, Inc. An FM antenna was secured at the top of the tower and the transmitter was placed in operation. This temporary installation served the Houlton area very well, providing communication as far north as Presque Isle and pretty well covering the southern part of Aroostook County.

In the spring of 1947 a communications survey was made and it was decided to utilize Haystack Mountain in the town of Castle Hill as the supporting structure for the antennas; the coaxial transmission line to extend five-hundred feet down the mountain to a concrete transmitter house at the base of the peak; the actual supporting structure for the antennas to be a strongly guyed forty-five foot steel mast with the half-wave coaxial FM antenna fastened to the top of the three element directional array for the high-frequency relay transmitter to be attached about half way up. As may well be imagined considerable difficulty was encountered before the completion of this project, but it was placed in operation about the first of October, 1947.

At Troop F Headquarters, Houlton, 175 feet of the steel tower formerly used at Troop A Headquarters, Wells, was erected. This tower was a supporting structure for the antennas of the 50 watt 39.9 transmitter, installed for local use and as an auxiliary, and the three-element directional array for the high-frequency control transmitter. A three-position switch was installed in the remote control console in the operating room which enabled the operator to use both the mountain transmitter and the local transmitter simultaneously, or either the mountain or the local alone. This installation has furnished excellent coverage for the northern part of the State, providing two-way communication from the barracks to almost all sections of the Saint John River Valley. However, in the southern part of the county communication is rather spotty, and before the completion of our program, it is intended that a repeater station be installed to alleviate that situation

Inasmuch as the State Police Headquarters at Augusta is the control station for our entire system in the southern half of the State, it was deemed advisable to install a 250 watt FM transmitter there using the 195 foot tower already installed as the supporting structure for the FM antenna. This installation was completed with little difficulty and has produced excellent results.

Troop D Barracks at Thomaston was equipped very inexpensively with a 50 watt unit using the old 195 foot tower and  $\frac{3}{8}$  coaxial line. This installation greatly exceeded our expectations as to coverage as there are very few places in the entire area of Troop D where two-way communications with the barracks is not possible. It will, however, be necessary in the near future to replace the old ground-plane antenna and the  $\frac{3}{8}$  inch line with a new half-wave coaxial antenna and  $\frac{7}{8}$  inch coaxial line. This would cost approximately four hundred dollars.

Shortly after our application for a construction permit had been denied us for the Bangor installation, our 50 watt unit licensed as a portable, was installed at the Troop E Headquarters, Bangor, using a shop-made dipole antenna attached to the armory roof and using copaline transmission line. This installation, however, left a great deal to be desired as it provided two-way communication in the immediate Bangor area only. The equipment is still in use at that location as our application for a construction permit, submitted early this year, involving a radio controlled 250 watt mountain-top transmitter to be located on Club House Hill, Lucerne, was again denied by the Federal Communications Commission because of possible interference with television by our 73-74 mc control link frequencies. After considerable survey, a new application was submitted requesting that we be allowed control frequencies in the 152 mc band. We have not yet received a decision from the Federal Communications Commission. It is expected that excellent coverage will be obtained, though it will eventually become necessary to install one, and perhaps two, repeater stations before Washington County can be covered one hundred percent.

During the hazardous weeks in the Fall of 1947, when forest fires raged unchecked in many parts of the State, our State Po-



lice communications equipment played a major role in combatting this menace. By its use fire-fighting equipment was directed to places where it was needed most; fire wardens were kept advised as to the kind and availability of equipment and where located; a systematic routine of reporting conditions throughout the fire areas was established so that the authorities in the State Capitol were kept constantly informed, thereby making expeditious relief to the stricken areas possible. The ruggedness and dependability of our Motorola equipment was well demonstrated during this period. For example, the mountain-top transmitter on Ossipee Mountain, though in constant use twenty-four hours a day, serving the entire southern part of the State, was only off the air for a few hours one night when the fire, sweeping across the top of the mountain, melted the armored Parkway cable supplying power to the transmitter house. When this was replaced the equipment continued performing perfectly. Very few failures were experienced with our mobile equipment although they were in almost constant use, and such failures as we did have were of a minor nature whereby repairs were made almost immediately by the technicians who remained in the areas where there was the greatest concentration of equipment. During the Bar Harbor fire portable equipment was used, first in Ellsworth and soon after on top of Cadillac Mountain where direct communication was obtained with all mobile equipment in that area, as well as with the Augusta Headquarters and Troop E Barracks. It is our firm belief that during these disastrous weeks the service that this equipment was able to render did, in terms of dollars and cents, more than pay for itself.

During the spring of 1947 it was decided to move Troop C Headquarters from the Augusta Headquarters building to offices provided in the County Court House in Skowhegan, making necessary a radio installation at that point which had not previously been anticipated. However, a fifteen foot steel pipe was erected on top of the Court House roof to support one of the old quarter-wave AM antennas and a fifty watt unit was installed in the attic directly underneath controlled by a remote-control unit in the dispatcher's office on the first floor. Very good coverage is being obtained considering the power used and the height of the antenna. This installation is only temporary until such time as

funds are made available to provide a mountain-top installation similar to the others.

A fifty watt portable unit was installed at the Toll House in Woolwich, together with a receiver on the Bath and Brunswick police frequency which provides an excellent tie-in with the authorities in that section of the State as well as the mobile units in that area.

By the early summer of this year it was found that our FM program had progressed to the point where there was no longer any need for the AM equipment; consequently its use was discontinued. There are now seventy-four FM equipped cruiser cars throughout the State, with ten additional units on order, intended for assignment to Troop E for use in the eastern part of the State.

The police service is responsible for the protection of life and property and enforcement of our motor vehicle laws. Communications is our greatest asset in fulfilling our obligations charged by Maine law. Serious consideration must be given to the future of police radio in Maine. The cooperation of the Legislature in endorsing our program for an efficient radio communications system is greatly appreciated.

### **POLICE TRAINING**

Our Police Training Program during the past biennium, with few exceptions, has been restricted to the training of new recruits for the service. This article deals, for the most part, with the Basic Police Procedure as used in our Recruit Training Schools during 1946-48.

The tempo and complexity of modern living have increased in degree and in number the knowledge a policeman must possess and the acts he must perform. We endeavor to incorporate in our training school for recruits all the information and techniques which the field service has indicated should form the basis of our police procedure. Efficient law enforcement and proper police protection require professional training for recruits. Our depart-

ment has endeavored to keep abreast of latest developments in police science and thereby train recruits so that they may efficiently and effectively discharge their duties to the citizens of Maine.

During the biennium 1946-48 three sessions of the Maine State Police Academy were completed, i.e., the Eighth, Ninth, and Tenth Sessions.

The Eighth Session, held at Camp Keyes, Augusta, October 8th to December 1st, 1945, had an enrollment of eleven State Police recruits and one member of the Houlton Police Department.

The Ninth Session, held at Camp Keyes, Augusta, February 24th to April 26th, 1947 was made up of sixteen State Police recruits, two State Police Radio Dispatchers, and six members of other police departments.

The Tenth Session, held at the Sanford Airport, Sanford, April 26th to June 19th, 1948 was attended by nine State Police recruits, four State Police Radio Dispatchers, and five members of other police departments.

The curriculum of each session of the Academy has been broadened in scope to a point where it is believed that the Maine State Police recruit now receives basic law enforcement training comparable to the best in the Country. We have found that a minimum of four hundred hours of instruction is necessary to insure a recruit of the basic information to ably and efficiently undertake his new duties. To attain this minimum the Academy set its schedule of instruction at fifty hours in a five-day week, whereas most schools of instruction in other fields maintain a twenty to twenty-five hour schedule as a weekly maximum. Therefore, the school operated from 7:00 a. m., to 11:00 p. m., daily.

The Academy is staffed primarily by members of the department, supplemented by experts in related subjects. The instructors chosen from within the department are men of considerable experience in law enforcement and in most cases have attended nationally known schools of instruction in various phases of law enforcement, viz., Northwestern Traffic Institute, Evanston, Ill.,

F. B. I. National Police Academy, Washington, D. C., Harvard University Legal Medicine, Cambridge, Mass., and the University of Maine Traffic Seminars.

A report of this nature does not permit a detailed discussion of the subject matter covered in the school, but the curriculum can be broken down into three general fields, as follows:

1. Motor Vehicle Law and Procedure includes, in addition to enforcement of law, a study of related problems such as Traffic Control and Safety, Accident Investigation and Prevention, Driver Education and Training, License and Registration, Revocations, and Investigations, Financial Responsibility, Selective Enforcement and Public Relations.

The motor vehicle affects the life of most Americans today and because there is such a multitudinous number of restrictions to its operation, it is almost impossible for the average citizen to drive a day without violating some restriction of the motor vehicle code. The police recruit is made aware of this situation particularly and great emphasis is laid on the officers' relations with the motoring public. The great majority of these people are law abiding citizens, and the need for civility and moderation in dealing with them is evident if law enforcement is to continue to receive their support. Throughout the course the recruit is reminded of the golden rule in public relations: "Courtesy", "Consideration", and "Manners". An act of discourtesy or offensive conduct on the part of an officer too often reflects on all members of the profession and tends to destroy public confidence. The cooperation and confidence of the motoring public is of utmost importance to the agencies concerned with the problems of motor vehicle transportation.

2. Criminal Law and Procedure includes a study of enforcement and of the latest methods and techniques in Crime Detection and Crime Prevention. Included in this field is the study of Evidence and the Rules of Evidence, Crimes Against the Person, Crimes Against Property, Classification of Crimes, Disasters, Case Preparation, and Testifying in Court.

In Maine the history of crimes against the person clearly indicates that law enforcement has been deficient in the methods and techniques of proper investigating, with the result that many major crimes remain unsolved. Cognizant of this fact the Academy has compiled and taught its recruits the latest methods of police science in the proper investigation of crime.

3. The third field includes all other subjects essential to good law enforcement, i.e., Fire Arms Training, Self Defense, Reports and Report Writing, Police Records, Complaints and Warrants, First Aid, Communications, Public Speaking, Civil Disturbances, Rendition, Descriptions and Portrait Parle.

Each year a greater number of police officers are killed in the line of duty. In many instances death has resulted from a poor method of procedure or the faulty judgment of the officer. Although the police are always on the defensive, there are set measures of self preservation which can be applied to a certain extent. The Academy has taught its recruits definite principles of evaluation for their future protection.

A final examination is given on completion of the course, and all recruits who attain a grade of 70% or above are presented a diploma. Appropriate graduation exercises are held, usually attended by a member of the judiciary as a guest speaker. At the close of the Academy session, the recruits are assigned to duty in the field and work with an experienced officer under the direct supervision of a Commissioned or Non-Commissioned Officer. At the termination of the one-year probation period, a recruit's work and conduct is evaluated and this represents the end of their recruit training.

Our In-Service Training Program should be actively revived to increase the knowledge of our officers in the field and to perfect their techniques in keeping with changing trends and conditions. Such schooling is as important to the police officer as summer schools are to the teacher.

One six-day In-Service Training School was held at Thomaston Barracks and was attended by two members of each Troop. A special study was made of the science of fingerprints. During the biennium the force had its regular troop meeting training conferences. These are of one day's duration and number about six a year. The Commissioned and Non-Commissioned officers held their regular training conferences, also of one day's duration, where problems of administration and supervision are worked out.

We fully appreciate the fact that there is no substitute for police education. We believe our efforts in this respect will mold for Maine a uniformed unit capable of rendering efficient and effective police service.

### STATE POLICE BARRACKS

The completion of the new Scarboro Barracks in June 1948 marks another milestone in the establishment of suitable office space for our various troop headquarters. The 92nd Legislature authorized this construction and appropriated the sum of \$25,000.00 to provide a suitable lot and barracks. The building could not be built in 1945 and 1946 as originally planned because the \$25,000.00 was not sufficient to do the work. This, of course, was due to the increase in cost of such construction. It was, therefore, necessary to ask the 93rd Legislature for sufficient funds to complete the project. A new appropriation was provided and the actual construction of the building was started during the summer of 1947. The building is of modern design, fireproof and of brick construction. It has suitable office space, living quarters for the men and a garage and radio repair shop. The erection of this building will do much to improve the appearance and efficiency of the State Police facilities.

The department now owns its barracks at Augusta, Wells, Scarboro, Thomaston and Houlton. Troop C at Skowhegan and Troop E at Bangor are the only troops of the department with headquarters situated in temporary quarters.

The Troop C headquarters were for many years located at Fairfield in a building which was loaned the State by a private

company. The supervisory officers of this troop were moved to Augusta in the early days of the War and were furnished office space in the Augusta Headquarters building. In 1947 the Troop C headquarters were moved to Skowhegan. This was necessary because there was not sufficient space for the troop at Augusta and because its work couldn't be properly supervised with the headquarters located at one end of the area for which it is responsible. These headquarters are located in the County Court House Annex in offices furnished by Somerset County. At some later date consideration will have to be given to the construction of barracks for this troop.

The construction of barracks at Bangor or in that vicinity for the Troop E headquarters appears to be the most urgent construction now before us. These headquarters are located in inadequate quarters at the State Armory. The Adjutant General's Department has already unofficially notified the State Police that because of the expansion of the National Guard the space is needed by them. It is recommended that this project be given careful consideration at the next regular session of the Legislature. When these barracks are built it is suggested that they be located at some point north of Bangor on highway route #2 on or at a point east of Bangor on highway route #1. The location selected should be only a few miles outside the City of Bangor.

The State Police Headquarters, located at 66 Hospital Street, Augusta, which was constructed in 1941, does not provide sufficient space for the general headquarters staff and the bureaus which are located there. At some future date arrangements should be made to add a third story to the building. The State Superintendent of Buildings has completed the plans for this project and the work can go forward whenever the money is made available. However, it is not recommended that this project be given immediate consideration. The troop barracks, particularly at Bangor, are of more importance at present. The Augusta headquarters enlargement can be postponed until building material is much less than it is today.

The State Police Garage at Augusta can hardly be classified in the category of barracks but some mention should be made in its regard. The garage is located at Camp Keyes and was constructed



in 1934. A survey made by the Superintendent of Buildings several years ago disclosed that this building was not safe for occupancy. As a result of this decision temporary repairs were made to the building and we discontinued the use of the second floor for storage. In the not too distant future some arrangements must be made for garage space in Augusta. When the State purchased the Vickery & Hill Building, Chapel Street, Augusta, it was the understanding that the State Police were to have the brick section in the rear of the building for a garage. Arrangements had already been made to move our equipment to that location when the Governor and Executive Council decided to use the space for a Vocational Training School. It is our understanding that this school is likely to be moved to different quarters at some future date. If this is done, arrangements should be made for the State Police Garage to occupy this location in accordance with the original plans.

## FINANCE

### Division of State Police Appropriations

The division of the State Police appropriations is reviewed by each session of the Legislature. For this reason, we list in our report a percentage breakdown of expenditures as they relate to highway and general criminal activities. The State Police appropriation for the past several years, as is well known, has been drawn 90% from the general highway fund and 10% from the general funds of the State. This division has been established on the basis of actual expenditures of the department as reflected by our records. The percentage of the division of expenditures varies slightly from year to year. But, as a general rule, it follows closely the division as established by the Legislature. For the fiscal year 1946-47 we expended 89.9% of our appropriation for highway activities and 10.1% for non-highway activities. For the fiscal year 1947-48 we expended 86.1% for highway activities and 13.9% for non-highway activities.

In submitting this report of the division of our expenditures, we would like to make it exceptionally clear that from the State Police standpoint we are not especially concerned from which

sources our appropriations are drawn. We offer this information for the sole purpose of establishing a guide for those who study the problem to determine what the division of future appropriations should be. We attempt to carry out our duties as prescribed by the State Constitution and the State Law and we give to you this division of our activities, not with the thought that it is the final figure upon which our appropriations should be based, but rather that it is a fair division of our expenditures as reflected by our records.

The State Law provides that the specific powers and duties of the State Police shall be to patrol the state highways and other important ways, especially outside the compact portions of cities and towns, for the purpose of enforcing the provisions of the motor vehicle laws and all laws relating to motor vehicle and horse drawn vehicles and all rules and regulations in regard thereto. It further stipulates that the State Police and other law enforcement agencies at the various levels of government shall, so far as is possible, cooperate in the detection of crime, the arrest and prosecution of criminals, and the preservation of law and order throughout the State. In the early days of the department it was the practice to support the State Police entirely from highway funds. Our Constitution was amended limiting the use of such funds and providing among other things that highway money should be used for "expense for state enforcement of traffic laws". This meant that a division should be made in our appropriation so that the general funds of the State would be supporting our non-highway activities. A study of the departmental records was made by a Legislative group and it was decided that a division of 90%-10% would be fair. However, as this study had to be made at each Legislative session, the State Finance Officer decided that a closer departmental accounting system should be set up so that more concrete information could be furnished. Thus, in 1941, we started a separate cost accounting system designed to give a better idea of the division of our activities and of our expenditures. It was not intended that this be a strict cost-of-operation analysis, but rather it should be complete enough so that the information could be used as a guide. The operation of this cost accounting plan has indicated that the original study made by the Legislature was substantially correct. The percent-

age basis is established 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 fraction of percentage error in these figures taken from the officers' daily reports because there are no doubt instances when minor non-highway functions are performed and not recorded. However, we believe that any possible error in this category is offset by charging all the expenditures of the Criminal Bureau and the State Identification Bureau to non-highway activities. Both bureaus do considerable highway work, but no separate accounting is made of these functions.

This then, brings up the question of what is considered highway and non-highway functions. We believe that the existing difference of opinion as to the division of these funds is caused more by the interpretation of the definition of a highway activity than by any other reason. Therefore, we take the space to list them in this report. While some minor details are omitted, comment is made regarding all the major activities of the department.

### **Highway Activities**

1. The state highways are patrolled for the purpose of supervising traffic and enforcing the motor vehicle laws. This accounts for the greater part of each trooper's time. The results are over two million miles of highway patrol each year, and the handling of some twelve thousand items relating to this function such as arrests, the issuing of warning cards, equipment cards and general patrol inspection work.

2. The Bureau of Traffic and Safety is maintained to collect and analyze all accident records filed by the State Police and all other law enforcement agencies in Maine. From the facts thus obtained the bureau issues a weekly report to all State Police administrative officers so that they will know where our accidents are happening, the time of day of such accidents and the approximate cause of the accidents. The patrol supervisors are thereby able to assign our patrol officers to the locations where the acci-

dents are most frequent. This is known as selective enforcement. It provides the information whereby our small force can be deployed to locations where it can accomplish the most. The bureau issues monthly information to the Press so that the public will be informed of our accident situation. The personnel of the bureau work in close contact with the Traffic Engineer of the Highway Department and Highway Planning Board for the purpose of locating and eliminating hazardous highway situations. Also involved are many other important highway-related functions such as the recording and filing of warning cards, the supervision of the financial responsibility accident reports and the supervision of all investigations referred to us by the Automobile Registration Bureau.

3. We have assisted the Department of Education in carrying out a safety educational program in our schools and have conducted community safety programs in conjunction with our patriotic, religious, fraternal, civic and service organizations. This function has a direct bearing upon enforcement work. If our drivers and pedestrians receive proper instructions in driving and walking, it means that we will have fewer accidents. Our principal objective is to reduce highway accidents and fatalities. If we can aid in accomplishing these feats through proper educational programs, and we know that such efforts do have their advantages, it is as much a part of traffic control as the actual supervision of traffic on the highways.

4. The investigation of cases for the Secretary of State relating to the revocation, suspension and restoration of operators' licenses and motor vehicle registrations is another important function of the State Police. This accounts for some two thousand investigations a year and is definitely a highway-related function. Here again, the results obtained by having an efficient system for the control of motor vehicle operators accomplish as much or more than some of the routine highway enforcement work. This is without question a part of highway traffic enforcement.

5. The State Police handle many field investigations for the Public Utilities Commission relating to the control of contract

and common commercial carriers. This activity certainly falls within the meaning of traffic control. An improvement in procedure has been made in this regard. In 1947 a State Police officer was assigned to the Public Utilities Commission on a full time basis. This officer's salary and expenses are paid from the Commission funds so it has been possible to employ another police officer to replace him on the State Police rolls.

6. The administration of the financial responsibility laws rests with the Secretary of State. However, we are obligated by statute to collect the accident reports and to see that all police accident reports and individual accident reports are filed with the Secretary of State. This is no small matter within itself and accounts for some three thousand checks or investigations a year.

7. Automobile thefts are classified in the category of highway-related activities even though, under a strict definition of the law, the prosecutions fall under the general criminal statutes. This is done because it is well recognized in all states that the protection of the property of a motor vehicle owner is one of the functions of the state traffic control division. This is true even in the few states where the traffic control and enforcement units do not have full police powers. In such states the Highway Patrol, or whatever name the state law enforcement agency operates under, has the power to investigate and prosecute cases relating to the theft of automobiles.

8. Included in this category are the activities for the beautification of our highways. These involve the laws relating to automobile graveyards and highway advertising. While such activities may not have a direct bearing on traffic control and traffic safety, they are definitely a part of the supervision of the laws relating to our highways. It is the practice in most states to classify these functions with the highway-related activities.

9. Manslaughter cases resulting from automobile accidents are also placed in this category. It is true that these cases are prosecuted under the general criminal laws. However, they are related to the traffic control program and are so classified.

### Non-Highway Activities

1. The largest expense which we have for any function under the non-highway activities is the maintenance of the State Bureau of Identification. The bureau was established by law and placed under the jurisdiction of the State Police. This is not a State Police Bureau; it is a State Bureau. It was organized for the benefit of all law enforcement agencies in the State. The bureau's principal function is to receive and classify all fingerprint records. The records include criminal fingerprints, voluntary civilian fingerprints, fingerprints taken at our industrial plants and prints taken in Maine by the Army and Navy. The bureau is a central filing location for prints taken in Maine and the information is available to all law enforcement agencies in the State and is exchanged with other state agencies and with the Federal Bureau of Investigation. Although the bureau does considerable highway work, the entire expense is charged as a non-highway activity.

2. The second fairly large expense in this grouping is the Bureau of Criminal Investigation. This is a small division of the department and its personnel is charged with the supervision of all cases investigated by us which come under the general criminal laws. Contrary to general belief, we do not operate a detective division. Such general criminal work as is done in the field is carried out by our regular field force under the supervision of this bureau.

3. This brings us to the type of criminal cases which are usually investigated by the State Police. Some of these cases are investigated by the State Police alone, but the majority of them are investigated in conjunction with other law enforcement agencies. The last fiscal year 1947-48 was a good representative year for such activities. The major arrests in this group were: Arrests for assault and battery, arrests for breaking, entering and larceny, arrests for gambling, arrests for intoxication and arrests for larceny. Of these some could well be considered motor vehicle functions. The majority of the arrests for intoxication were of people found intoxicated on the highways and in motor vehicles. The larceny cases were mostly for the theft of automobiles.

4. It will be noted that we have not included murders and sex crimes as a major activity. These are not a real problem to us. While we do assist in the investigation of several murder cases a year, we handle these usually as the assisting department to either the sheriffs or local police. These cases receive a lot of publicity and they appeal to the public imagination, but there are only a few of them each year and the investigation of them does not require a great deal of time. Sex crimes fall in the same category. These cases receive considerable publicity and the hue and cry regarding them is terrific. Much of our part of the work of investigating these cases is of a technical nature and is done in the laboratory. The actual man hours of labor for these investigations is not large. Sex cases are, however, held before the public because of the heinous nature of the crimes.

5. We are required by law to assist with the policing of Agricultural Fairs. This has developed into a real problem. We attempt to keep the number of personnel assigned to this duty as low as possible. However, the fairs are operated during the heavy highway traffic months and men who are urgently needed for highway patrol have to be assigned to them.

### **Student Fingerprinting and Beano**

These two activities present a real problem. They do not fall within the 90%-10% division of our general appropriation because they are supported from separate funds. Nevertheless, they do require many man hours of labor each year. The money to maintain the student fingerprinting is a special appropriation and is drawn from the General Funds. The Beano Law is administered from the income derived from the Beano licenses and is self-supporting.

### **Comparison**

This brief comparison of State Police duties should clearly show that a greater part of our activities falls in the category of highway-related functions. It has been said many times that the State Police general criminal activities have increased to such an extent that our highway work has been crowded into the background. This statement is not consistent with the facts. It is

true that our criminal work, in some categories, is increasing. However, a survey over the past fifteen or more years will show that we maintain today as strong, if not stronger, highway patrol than we have at any time in our history. It is granted that the highway patrol is not sufficient for the thousands of miles of our State highways but a patrol is maintained which is consistent with the manpower and facilities at hand. How easy it is for us to forget! It was not so many years ago that the members of this organization were very active in the enforcement of the liquor laws. Many nights were spent by our men at some secluded spot waiting and watching for bootleggers. Then came the repeal of prohibition and with it the State Liquor Commission to dispense liquor in a legal manner. The State Liquor Commission established its own enforcement division and thus all liquor activities passed from the State Police to this special enforcement squad.

Likewise, the investigation of arson cases, from the state level, was the responsibility of the State Police. Several years ago it was decided that a special division should be established to investigate such cases. Thus came into being the Bureau of Fire Prevention, Inspection and Investigation, under the jurisdiction of the State Insurance Department. This released the State Police from many difficult and time-consuming investigations.

Then, too, no longer ago than 1941 ten State Police officers from our regular quota were assigned to the Secretary of State to manage the Branch Registration Offices and to give the driver's tests. Today this practice is a thing of the past. No State Police Officers are assigned to the Secretary of State and either these men, or their replacements, are on active duty with the State Police, thus increasing our field force by ten men.

We say without any hesitations that, figured on a percentage basis of the volume of business now and several years ago, and omitting the time spent at Agricultural Fairs and on Beano, there has been no actual increase in our activities in the non-highway field. If the division of our appropriation is wrong now, it has been so for a number of years.

We feel, and truly believe, that over the years the increase in the efficiency of all law enforcement agencies in Maine has tended



to divide and equalize investigation responsibility so that today each department is carrying its share of the burden and that each department, to a large extent, is performing its functions in accordance with the dictates of the Legislature and the wishes of our people.

### General Appropriations

The financial statement of the expenditures of the department for the biennium is made a part of this report and is self-explanatory. It will be noted that for the fiscal year 1946-47 we had an unexpended balance of \$39,965.68 and for 1947-48 an unexpended balance of \$38,529.51. The figures do not represent an actual surplus. Part of these funds were obligated and were carried forward to the following year. The unobligated funds which were lapsed represent for the most part the unexpended balance in our pension account.

We would like to point out that each year we were able to stay within the appropriations as set up by the Legislature. We did this even though we were faced in several instances with unforeseen emergencies which drew heavily upon the funds at hand.

### FINANCIAL STATEMENT

1946-1947

|   |              |              |
|---|--------------|--------------|
| Appropriation for Highway .....                 |              | \$422,123.00 |
| Appropriation from General Fund .....           |              | 61,296.00    |
| Transferred from Emergency Payroll Fund .....   |              | 41,667.00    |
| Sale of Automobiles and Miscellaneous Income .. |              | 7,737.21     |
| Transferred from 1945-1946 .....                |              | 61,548.28    |
|   |              | <hr/>        |
| Total Available .....                           |              | \$594,371.49 |
| Salaries .....                                  | \$313,865.70 |              |
| Pension .....                                   | 14,715.95    |              |
| Miscellaneous Transfer .....                    | 2,304.99     |              |
| *Maintenance .....                              | 223,519.17   |              |
|   |              | <hr/>        |
|   |              | 554,405.81   |
|   |              | <hr/>        |
| Unexpended Balance .....                        |              | \$ 39,965.68 |
| Lapsed to Highway .....                         | 18,012.41    |              |
| Lapsed to General Fund .....                    | 2,659.74     |              |
|   |              | <hr/>        |
|   |              | 20,672.15    |
|   |              | <hr/>        |
| Carried into 1947-1948 .....                    |              | \$ 19,293.53 |

STATE POLICE

|   |              |
|---|--------------|
| *Headquarters .....                             | 218,010.62   |
| *Fingerprinting of School Children .....        | 2,918.74     |
| *Scarboro Barracks .....                        | 2,589.81     |
|   | <hr/>        |
|   | \$223,519.17 |
| Advertising .....                               | 45.09        |
| Automobile Mileage .....                        | 828.20       |
| Bonds .....                                     | 60.65        |
| Buildings .....                                 | 1,023.54     |
| Clothing .....                                  | 12,600.45    |
| Communication Equipment .....                   | 32,725.44    |
| Disability Compensation .....                   | 435.58       |
| Engineering Service .....                       | 456.81       |
| Fuel .....                                      | 2,466.10     |
| Gasoline .....                                  | 34,580.52    |
| General Operating Expense .....                 | 971.09       |
| Hotel Room and Lodging .....                    | 1,441.18     |
| Insurance .....                                 | 2,125.53     |
| Investigation Services .....                    | 323.70       |
| Laundry Services .....                          | 233.37       |
| Meals and Gratuities .....                      | 18,828.96    |
| Medical Services .....                          | 360.88       |
| Miscellaneous Auto Expense .....                | 344.95       |
| Miscellaneous Fees and Professional Services .. | 3,407.60     |
| Motor Vehicle Repairs, Parts and Supplies ....  | 25,015.47    |
| Office and Medical Supplies .....               | 8,486.98     |
| Office and Miscellaneous Equipment .....        | 8,530.46     |
| Oil and Lubrication .....                       | 3,919.41     |
| Periodicals, Dues and etc. ....                 | 238.00       |
| Printing and Binding .....                      | 6,794.59     |
| Railway and Bus Fares .....                     | 82.19        |
| Rent .....                                      | 106.60       |
| Repairs to Building and Equipment .....         | 7,616.55     |
| Stamps and Meter Postage .....                  | 2,700.91     |
| Tel. Service, Tolls and Telegrams .....         | 13,342.12    |
| Tires and Tubes .....                           | 9,446.92     |
| Transportation .....                            | 21,989.76    |
| Utility Service .....                           | 1,989.57     |
|   | <hr/>        |
|   | \$223,519.17 |

FINANCIAL STATEMENT

1947-1948

|   |              |              |
|---|--------------|--------------|
| Appropriation from Highway .....                  |              | \$552,902.00 |
| Appropriation from General Fund .....             |              | 59,557.00    |
| Scarboro Barracks Money Brought Forward ....      |              | 19,293.53    |
| Photostatic Copies of Accident Reports, etc. .... |              | 1,294.32     |
| Refund from Beano .....                           |              | 1,820.43     |
|   |              | <hr/>        |
| Total Amount Available .....                      |              | \$634,867.28 |
| Salaries .....                                    | \$346,386.96 |              |
| Scarboro Barracks .....                           | 13,724.35    |              |
| Pension .....                                     | 17,908.70    |              |
| *Maintenance .....                                | 218,317.76   |              |
|   | <hr/>        |              |
|   |              | 596,337.77   |
|   |              | <hr/>        |
| Unexpended Balance .....                          |              | \$ 38,529.51 |

|  |              |              |
|--|--------------|--------------|
| Lapsed into Highway Fund .....                               | 19,264.59    |              |
| Lapsed into General Fund .....                               | 3,824.12     |              |
| Scarboro Barracks Carried into 1948-49 .....                 | 5,569.18     |              |
| Obligated and Carried into 1948-1949 .....                   | 9,871.62     |              |
|  | <hr/>        |              |
| *Headquarters .....  | \$ 38,529.51 | \$ 38,529.51 |
| *Fingerprinting of School Children .....                     | 215,635.21   |              |
|  | 2,682.55     |              |
|  | <hr/>        |              |
|  | \$218,317.76 |              |
| *Automobile Mileage .....                                    | 1,179.76     |              |
| Bonds .....  | 60.65        |              |
| Building and Improvements .....                              | 1,567.09     |              |
| Clothing .....   | 10,731.21    |              |
| Communication Equipment .....                                | 13,263.47    |              |
| Disability Compensation .....                                | 4,482.08     |              |
| Fares, Railroad, Busses, etc. ....                           | 171.57       |              |
| Fuel .....   | 1,928.93     |              |
| Gasoline .....   | 52,637.68    |              |
| General Operating Expenses .....                             | 1,211.24     |              |
| Grease and Lubrications .....                                | 2,162.62     |              |
| Hotel Room and Lodging .....                                 | 1,537.92     |              |
| Household, Laboratory, and Miscellaneous Sup-<br>plies ..... | 6,959.72     |              |
| Household, Office and Miscellaneous Equipment                | 5,095.27     |              |
| Insurance .....  | 3,259.63     |              |
| Laundry Service .....  | 400.43       |              |
| Meals and Gratuities .....                                   | 19,661.86    |              |
| Medical Services .....                                       | 37.47        |              |
| Miscellaneous Auto Expense .....                             | 758.65       |              |
| Miscellaneous Fees and Special Service .....                 | 1,046.21     |              |
| Miscellaneous Minor Equipment .....                          | 726.96       |              |
| Motor Vehicle Repairs, Parts and Supplies .....              | 21,964.85    |              |
| Office Supplies .....  | 3,848.97     |              |
| Oil .....  | 3,323.67     |              |
| Periodicals, Dues, and Subscriptions .....                   | 128.25       |              |
| Printing and Binding .....                                   | 5,146.20     |              |
| Radio Repairs and Supplies .....                             | 6,623.91     |              |
| Rent .....   | 143.28       |              |
| Repairs to Buildings and Equipment .....                     | 5,181.56     |              |
| Stamps and Meter Postage .....                               | 2,929.59     |              |
| Telephone Service, Tolls, and Telegrams .....                | 15,521.14    |              |
| Tires and Tubes .....  | 4,313.89     |              |
| Tools and Work Equipment .....                               | 1,265.42     |              |
| Transportation Equipment .....                               | 16,800.94    |              |
| Utility Services .....                                       | 2,245.67     |              |
|  | <hr/>        |              |
|  | \$218,317.76 |              |

### CONCLUSION

To conclude this report we once more pledge our continual support and cooperation to all persons who share with us the responsibilities of maintaining order throughout the State. We, likewise, deeply appreciate and gratefully acknowledge the cooperation and assistance which we have received from the Governor and Executive Council, the members of the State Legislature, the members of the other state departments, the officials of our county and local governments and the citizens of the State of Maine.

We feel that Maine has a State Police force which compares favorably with other such organizations throughout the Country. It has a group of men who were carefully selected and who are well trained. They stand ready to supply comfort, advice and aid to those who may be in need of such benefits; they strive to be both a teacher and a pupil in the art and science of law enforcement. They have acquired due knowledge of the law and seek to preserve and maintain its majesty and dignity; they bear an attitude of true friendship and courteous respect to all citizens; and they are loyal to their duty, their organization and their State.