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VOLUME II

26

MAINE
STATE POLICE

BIENNIAL REPORT

AUGUSTA

1948 - - - - 1950

State of Maine

Department of

State Police

Biennial Report

July 1, 1948 to June 30, 1950

FREDERICK G. PAYNE
GOVERNOR OF MAINE

DEPARTMENT OF STATE POLICE

66 Hospital Street

Augusta, Maine

July 1, 1950

His Excellency, Frederick G. Payne
Governor of Maine
and Executive Council
State House

Gentlemen:

I have the privilege and honor of submitting herewith the Biennial Report of the Department of State Police for the fiscal years ending June 30, 1949 and June 30, 1950.

It should be noted that we have set forth the activities of the Department by separate reports from Divisions, Bureaus and special fields of work. These should be considered in the same manner in which we work, integrated into one unit striving for the maximum efficiency of all.

The whole-hearted cooperation of those who have made the operation of our Department successful has been gratifying. The activities of the Maine State Police reflect the devotion to duty of all employees, both enlisted and civilian, who have worked diligently and intelligently for the good of the State of Maine. I am proud to be their Chief and cannot commend them too highly.

We deeply appreciate the interest and support accorded us by Your Excellency and the Executive Council. Your understanding and consideration, and the foresight of the Ninety-Fourth Legislature who provided us with men, equipment and financial support, stimulated us to continued progress in our field of endeavour.

We realize that you are cognizant of our many needs and problems, some of which are mentioned in this report, and feel confident that with your continued support and understanding, these needs will be met and our problems solved. In the future, as in the past, we are dedicated to reaching the ultimate in law enforcement, confidently expecting to be able to offer you and the citizens of Maine that to which you are entitled—the best.

Respectfully submitted,

COLONEL FRANCIS J. McCABE,
Chief, Maine State Police

COLONEL FRANCIS J. McCABE

CHIEF

Loyalty

If—You work for a man, in Heaven's name work for him; speak well of him and stand by the institution he represents.

Remember—An ounce of Loyalty is worth a pound of cleverness.

If—You must growl, condemn, and eternally find fault, why—Resign your position and when you are on the outside, damn to your heart's content—But as long as you are a part of the institution do not condemn it. If you do, the first high wind that comes along will blow you away, and probably you will never know why.

ELBERT HUBBARD.

Maine State Police Headquarters

AUGUSTA, MAINE

February Twenty-fourth, A.D. One Thousand Nine Hundred Fifty

Resolution

WHEREAS, It has pleased Almighty God in His Infinite wisdom to remove from earthly endeavor and accustomed association a true and trusted member in the person of

Colonel Laurence C. Upton

CHIEF, MAINE STATE POLICE—RETIRED
MAINE STATE POLICE
February 21, 1950

WHEREAS, His Comrades, sorrowing and saddened at his passing and appropriately to such an event and hour, reflecting upon his brilliant career of public service marked by advancement to position of responsibility, counsel and command through twenty-two unbroken years of service in the Department, express recognition and gratitude for his lofty conception of duty, his broad grasp of the police function, his exactitude and justice in leadership, his wise counsels, indefatigable industry, unswerving integrity, courage and loyalty that gained for him the admiration of his comrades and, for the Department he represented, that wrought nobly to establish and maintain that public respect which, more than any other requisite, is the key to the effectiveness of a law enforcement body; and

WHEREAS, The deepest sympathy of all his fellows goes to Esther Strout Upton, his widow, and to William, Robert and Janice, their children. It is

RESOLVED, That record be made of our sympathy for his family, our admiration of his career, our gratitude for the opportunity of association with him and the great and uplifting force of his service to the Department and the State. It is accordingly ordered that the name of Laurence C. Upton be inscribed and forever remain on the IN MEMORIAM ROLL of the Department of State Police to commemorate his rich contribution to law enforcement and to this Department and that the record of his service be closed with the inscription: "A member who died during retirement from Active Service, February 21, 1950." FURTHER RESOLVED, That a copy of this resolution be given to his bereaved wife and children and to each member of the Department of State Police.

COLONEL FRANCIS J. McCABE,
Chief, Maine State Police

FOREWORD

No organization can rest upon its laurels, and a police department is no exception to the rule. Although we view the achievements of the Maine State Police with pride, we look back primarily for experience upon which to base our future planning.

Our most immediate aim in the submission of this report is to record our activities during the past two years. Particular emphasis, however, will be placed on the problems encountered, the methods employed in meeting them, our progress and our needs.

At the time we submitted our last Biennial Report, it was our belief that the period of transition was nearly over. Our citizens had made many adjustments from war to peace and we looked forward to a gradual return to normalcy. For a year it appeared as though that were correct. The accident trend was downward and general crime seemed to be levelling off.

World events during this last year, however, are troubling our communities. We are again in a period of unrest with crime and accidents both increasing. More persons are using our highways than ever before, most of them for business and pleasure, but we note a similar increase among the lawless in the pursuit of their nefarious interests and in their attempts to effect their escape.

The uncertainty that has permeated so many individual lives has bred in many a disregard of law and consequence. While many go normally about their business, thousands of others hurry to extract every bit of pleasure they can, not knowing what the future holds. In some instances the increased tempo of living has brought a disregard of even personal safety.

Our policy of adaptability to meet unexpected and sudden changes is again demonstrating its value. We have been able to meet our responsibilities when we were needed without delays for planning.

We are continuing to extend our whole-hearted cooperation to the various services, agencies and organizations who are working

for National Security, the preservation of life and property on our highways, and the suppression of crime. The goal toward which we are working is simple—the best and most efficient service we can render the State of Maine and its people.

DIVISION OF TRAFFIC AND SAFETY

In summarizing the activities of the Maine State Police for the two preceding years, we must first consider the toll of persons killed and injured in traffic mishaps and the property damage resulting from motor vehicle accidents on the streets and highways of Maine.

In the year 1948 there were 181 people killed, 1,722 injured and a total loss estimated by the National Safety Council of $8,500,000.00 in accidents reported to this Division. 1949 resulted in 160 persons killed, 2,025 injured and an estimated loss of $7,490,000.00—a saving of 21 lives and a million dollars over the preceding year. In view of the constantly increasing number of vehicles registered and the additional use to which these vehicles are being put, as indicated by traffic counts and gasoline consumption, these lower accident figures show definite progress in the field of accident prevention.

The trend of fatal accidents, nationally as well as in Maine, is downward in urban communities and upward in rural areas. Accident investigations reveal that too much speed is the primary cause of most fatal accidents, followed by faulty pedestrian actions and drivers who had been drinking.

Accident Records

During the past two years the Division of Traffic and Safety processed 7,347 State Police accident reports, 5,530 reports from municipalities and 36,879 reports from the individual drivers involved in accidents. Last year we installed a mechanical tabulating system of accident and arrest reports, which has proved highly satisfactory. We have been able to conduct surveys and to furnish patrol supervisors with data enabling them to con-

centrate their patrols in a selective enforcement that would not have been practicable with a manual system.

Since the war Driver Education and Training has been instituted in more and more high schools until twenty-three schools offer this course at the present time. Last January we began keeping a record of the students who had completed this course that became involved in accidents. During the first six months of 1950 there were only eighteen drivers of all ages who had received Driver Training in secondary schools involved in accidents, and the reports reveal that these were all of a minor nature. In view of the high accident rate experienced by drivers under twenty-six years of age, this record of trained operators seems to warrant a greater expansion of the courses.

Motorists involved in two or more accidents during the year are being tabulated as a check on driving records. To date 8% of these operators have been involved in two or more accidents, and three of this group were in fatal collisions.

Enforcement

The National Safety Council, in its analysis of traffic law enforcement activities by the Maine State Police, reported that we met eighty per cent of their enforcement standards, ranking fifth in the group of North Atlantic States and fourteenth nationally. They recommended that in order to improve our present standards we should (1) increase the number of convictions resulting from accidents, (2) increase the use of written warnings for moving violations, (3) attempt to increase the number of convictions for moving violations and (4) increase the number of personnel assigned to full-time traffic duty.

We still do not meet the first requirement. Records over the past biennium indicate that we have complied very well with recommendations (2) and (3) and are gradually meeting the requirements of recommendation (4).

Written warnings issued in this period total 4,808, or approximately twice those issued in the preceding two years. As was previously suggested by the National Safety Council, we now forward these written warnings to the Court Records Division

of the Department of State, where they are available for a complete check of the drivers' records.

Convictions for moving violations increased 131%, from 3,575 to a total of 8,527. Of these convictions, those for speeding have increased the most, jumping from 2,328 to 3,591, or 54%. Fines assessed are up 27%, costs 97% and registration fees collected 52%.

This large increase in enforcement is due to a number of factors, chief of which was the addition of ten troopers in 1948 and twenty-one in March, 1950. The motor vehicle travel also increased during this biennium over the preceding period as automobiles, parts and supplies became more plentiful.

Special Investigations

Special investigations made by our officers for the Secretary of State relative to the administration of the Financial Responsibility Law are under the supervision of this Division. When individuals do not comply with written requests and demands from the Financial Responsibility Section, a precept is forwarded to this Headquarters, and requires our officers to pick up and return the registration or license material of those concerned, or to inspect the insurance policy and certify that the party has complied with the statute. These precepts are recorded and distributed to the troops by this office.

This duty is becoming progressively greater due to the increasing number of uninsured drivers involved in collisions and because the law requires that the required insurance be carried for life. In 1949 the Financial Responsibility Division forwarded us 1,986 precepts, as compared with 1,172 in 1948. It became apparent that if this activity continued to grow it would materially interfere with our patrols, so an agreement was reached with the Secretary of State that provided for their inspectors to serve these papers in the cities in which they were located. This change has helped our officers to remain in the rural areas and small towns where their responsibilities principally lie. This phase of our work, however, will continue to grow throughout the future.

Legislation

Maine's Motor Vehicle Act, for the most part, complies reasonably well with the recommended Uniform Motor Vehicle Code. The last legislature made very few changes, adding those governing traffic control signals and pedestrian regulations, and making minor alterations in existing statutes. It is believed that we are justified in considering the new pedestrian law largely responsible for the decrease in fatalities among the people who walk along our roads. Fifty-eight persons were killed each of the two years immediately preceding the passage of this act while walking. In 1949 this was reduced to forty-seven pedestrians and in the first six months of 1950 we experienced our lowest death rate in accidents of this type on record.

The present laws of a great many states are inconsistent and confusing to the large number of motorists who travel from state to state on business and pleasure. As Maine is Vacationland, welcoming tourists from all areas, it seems we should adopt Act V of the Uniform Code, entitled "Rules of the Road Act," as recommended by the President's Highway Safety Conference, the Governor's Conference, the American Bar Association and other national highway safety groups. By clarifying our highway laws, we would facilitate interstate travel and make driving safer. Another inconsistency recently noted, is the fact that the laws governing school busses are in a chapter which carries no specific penalty.

Education

The Department of State Police has continued to endorse and promote Driver Education and Training Programs for secondary schools as a partial solution to our traffic accident problem. This program is now being administered by the Department of Education, who conduct a seminar each year at the University of Maine for teachers who plan to instruct this course in their schools. We expect the next biennium to see the addition of several high schools to the twenty-three who now make this course available to their students. This is a long-term program that will definitely reduce accidents involving drivers of this age group, who are now contributing far more than their share to our problem.

Although the number of bicycles being used throughout the state has been steadily increasing, there is still no law governing the manner in which they should be ridden. We are presently attempting to gain voluntary compliance with recommended rules and practices by organizing local bicycle clubs. Four of these have already been organized by troopers attached to this division and we anticipate the formation of many more by next summer. Reaction to this program has been favorable, both among the youthful riders themselves and the adults in the community.

95% of our elementary schools have the so-called "schoolboy patrols," but gains can be made in patrols on the busses that transport the pupils to and from their homes. The great progress that has been made in this program throughout our rural and consolidated systems show the interest and cooperation of the local authorities, Parent-Teachers' Associations, various civic and fraternal organizations and particularly the Department of Education.

ACTIVITY STATISTICS

	Fiscal Years	
	1948–49	1949–50
Arrests	7,821	10,131
Warning cards issued	1,788	3,020
Defect cards issued	22,785	22,571
Trucks weighed	4,981	9,044
Special Investigations	6,238	5,595

Miscellaneous Credits

	Fiscal Years	
	1948–49	1949–50
Fines Assessed	$141,789.58	$165,469.38
Costs Assessed	23,171.69	56,067.66
Registration fees collected	56,743.84	70,081.18
Stolen Property recovered	113,457.22	127,840.79
Totals	$335,162.33	$419,459.01

MOTOR VEHICLE VIOLATIONS

	Fiscal Years 1948–49	1949–50
Accidents, failure to report	112	112
Accidents, leaving the scene of	102	97
Brakes, operating without adequate	157	198
Dealers' plates, illegal use of	1	1
Drugs, operating under the influence of		1
Grade crossing law, violation of		3
Hire, operating without insurance	1	
Hire, operating with improper registration	140	48
Hitchhiking	6	3
Inspection sticker, operating without	513	567
Intoxicating liquor, operating under the influence of	686	712
License, operating without	678	881
License, operating after suspension	141	134
License, obtaining under false statement of fact	20	32
Lights, operating with improper	70	76
Malicious mischief (damaging or removing parts of a motor vehicle)		1
Miscellaneous motor vehicle violations	339	513
Muffler, operating without	5	19
No markings on trucks	1	
Number plates, illegal use of	18	28
Operating to endanger	93	109
Parking, improper	34	44
Parking, no lights	76	97
Passing on hill or curve	339	695
Reckless driving	212	289
Registration, operating without	339	386
Registration, trailer without	14	23
Speeding	1,528	2,063
Stop sign, failure to stop at	276	334
Traffic signal, disregarding	3	9
Truck overweight	754	1,189
Truck overheight	3	1
Truck overwidth	72	52
Truck overlength	11	10
Totals	6,674	8,727

EMERGENCY MOBILIZATION

As early as May, 1949, the Maine State Police were active in the National Security Program. At that time the Air Defense Force decided to reactivate a number of observation posts in York County, and following the pattern of 1941, used the American Legion as a nucleus upon which to build. The State Police, under the direction of the Governor and the Director of Civil Defense, coordinated the activities of the Legion and municipal

authorities. We became even more active after August, when we were faced with the problem of coordination involving over three hundred observation posts to be readied throughout the sixteen counties. To date a very large percentage of the communities affected are in direct contact with the Eastern Air Defense Force and the Director of Civil Defense and Public Safety.

This is not an unusual type of work for us and falls into the general pattern we call Emergency Mobilization, which can be defined as police activity concentrated on one or more related incidents. This work, which is equally important in peace and war, may range from thirty separate fires raging throughout the State or may involve only one motor vehicle accident.

Whether the disaster or emergency is foreseeable or unforeseeable, one of the most important functions of the police is the control of traffic. Imagine a disaster that alarms the area including Portland, South Portland and Westbrook, and the resulting attempt of over one hundred thousand persons to flee from what they believe to be sure death, taking with them everything they can carry, haul or push. In the absence of adequate traffic control, any attempt to rush men or emergency equipment to the center of the disturbance would be doomed to failure. The terrible loss of life and property that would result is not idle conjecture, for every overseas veteran can tell you of fleeing refugees who halted a moving army. We must not permit that to happen here, and only well-prepared, well-equipped, intelligent police officers working with a previously formulated and well-understood plan can prevent it.

Your police must be prepared to stand calmly before mass hysteria, maintaining law and order. They must, therefore, be trained and acquire practical experience in mobs and their control.

Law enforcement agencies must delineate the extent of danger and warn everyone in the area, affording a maximum of protection to the persons there, and if evacuation is necessary, their experience and knowledge of human nature will be responsible for saving untold lives and property. We have learned that when the average person is faced with a contingency threatening his

loved ones; his property and himself, he becomes quite different than he is normally. Our individual officers must be able to inspire and help the hysterical, those frozen into immobility through fear, those possessed of that peculiar belief that danger threatens only someone else, those duty-bound to remain home and protect their buildings and livestock, and even those unfortunates who are actually crazed by fear and apprehension. Every technique of persuasion, reasoning, coaxing or force must be used, according to the individual and the circumstances. Our record during the fires of 1947 proves the value of uniformed police under this type of condition.

We must maintain liaison with other law enforcement agencies, and even with groups whose duties are entirely unrelated. Here again, experience has shown that people instinctively turn toward the uniformed officer.

Emergency communications is one of the major problems at any disaster scene, and one which we are unusually well-equipped to meet. Our FM radio network with its fixed stations, relay stations, sub-station and cruisers is the largest we have ever had. We have linked our frequency with those carrying traffic from the various local police and sheriffs' departments throughout the state and installed a selective control that provides instantaneous contact with New Hampshire, their radio facilities, and the teletype network that includes New Hampshire, Vermont, Massachusetts, Connecticut, Rhode Island, New York, New Jersey, Pennsylvania, Delaware, Virginia and Ohio.

We learned much about emergencies during the fires of 1947, including the fact that there must be a field headquarters in each area. Toward that end, we have acquired a mobile station, mounted on truck chassis, carrying gasoline generators, radio-equipped and provided with floodlights and various other types of equipment. This unit can be driven to a locality and in a matter of minutes becomes a sub-station with local control over all cruisers in the area.

One of our most serious limitations, and probably the least recognized, is our limited personnel. This matter is quite thoroughly discussed in our report entitled "Personnel" and need not

be repeated here. We are, however, facing the loss of a number of our regular, experienced men to the Armed Forces.

We believe we have found a partial solution to providing large numbers of additional officers in the event of the need for Emergency Mobilization. As the Maine American Legion Chairman of the Security Commission, Volunteer Police and Observation Posts, I have urged the establishment of so-called Police Units in each Legion Post throughout the State. If legislation is provided, each Unit can become a trained Reserve Force, available to the State Police, all other enforcement agencies, and the Director of Civil Defense and Public Safety, in the event of emergency. Veterans are acquainted with our type of discipline, many have previous experience with military and naval police units, and many own the Legion uniforms. We feel that groups of these men with some training in the basic principles of traffic control and law enforcement can be integrated into groups of our more experienced and highly-trained officers. While this would have no immediate effect on the shortage of troopers for daily work, it would give us a greater force in time of necessity.

We hope to have conveyed some idea of the measures we have taken and the progress achieved in this important phase of our everyday work. With the realization that Emergency Mobilization requires the constant formulation and revision of plans and techniques, we continue to add to our knowledge and skill in order that we may always remain ready and able to meet responsibilities as they come.

STATE BUREAU OF IDENTIFICATION

In compliance with the state statute which created this bureau, it continues to function as a central repository for fingerprints, photographs, and criminal records of all persons arrested in Maine, and works in cooperation with all law enforcement agencies for the apprehension of felons and the prevention of crime. The bureau also offers the service of personal identification through fingerprints to any person so desiring, as well as main-

SUMMARY REPORT OF MOTOR VEHICLE ACCIDENTS

STATISTICAL SUMMARY of MOTOR VEHICLE TRAFFIC ACCIDENTS in MAINE

TABLE A — TYPE OF ACCIDENT by AGE and SEX of KILLED and INJURED PERSONS

PERIOD 1948

Type of Accident — Collision of Motor Vehicle with—	I. Number of Accidents: Total Accidents	Fatal	Personal Injury	Property Damage	II. Persons Killed: Total Killed	Age: 0-4	5-14	15-24	25-44	45-64	65 & Over	Not Stated	Sex: Male	Female	Driver	Pass'g'r	Other	III. Persons Injured: Total Injured	Age: 0-4	5-14	15-24	25-44	45-64	65 & Over	Not Stated	Sex: Male	Female	Driver	Pass'g'r	Other	IV. Comparative Totals: Same Month Last Yr. — Total Accidents	Persons Killed	Persons Injured	This Year to Date — Total Accidents	Persons Killed	Persons Injured	Same Period Last Year — Total Accidents	Persons Killed	Persons Injured
1. Pedestrian	188	57	130	1	58	8	17	3	5	9	15	1	48	10			58	131	10	51	10	16	17	11	16	92	39			131				188	58	131	243	58	194
2. Other motor vehicle	2282	38	547	1697	49	1		11	13	13	11		35	14	24	25		877	15	59	250	266	144	43	100	504	373	306	570	1				2282	49	877	2454	37	1101
3. Railroad train	17	6	3	8	6			2	1	3			5	1	5	1		5				3	2			4	1	3	2				17	6	5	8	2	3
4. Street car																																						
5. Animal-drawn vehicle	5		4	1														4				2	1		4		3		1				5		4	13	2	3
6. Bicycle	27	4	22	1	4		2			1	1		4				4	21		12	5	1	3			14	7		2	19			27	4	21	20	4	14
7. Animal	62		15	47														21		2	9	8	2			14	7	10	9	2			62		21	39		7
8. Fixed object	469	27	169	273	31		2	15	6	6	2		18	13	14	17		280	5	8	117	96	35	8	11	185	95	135	145					469	31	280	466	29	216
9. Overturned in roadway	12	6	3	3	6			4	2				3	3	4	2		6			4			2		3	3	3	3					12	6	6	23	4	15
10. Ran off roadway	95	17	25	53	18			5	7	3	2	1	14	4	7	11		41			22	15	3		1	31	10	18	23					95	18	41	68	7	45
11. Other non-collision	529	4	224	301	4	1		1	2				2	2	1	3		336	14	27	142	76	39	12	26	223	113	152	165	19				529	4	336	387	11	253
12. Miscellaneous	7	5		2	5	1	4						3	2			5																7	5		20	6	10
Totals	3693	164	1142	2387	181	11	25	41	36	35	31	2	132	49	55	59	67	1722	44	159	560	481	247	75	156	1074	648	630	919	173				3693	181	1722	3741	160	1861

TABLE B — DRIVERS of MOTOR VEHICLES

I. Sex of Driver	Total	Fatal	Personal Injury	Property Damage
1. Male	5708	200	1626	3882
2. Female	557	8	147	402
3. Not stated	7	3	2	2
Total drivers	6272	211	1775	4286

II. Age of Driver				
1. 13 years or under	1			1
2. 14	5		1	4
3. 15	49		21	28
4. 16	121	4	35	82
5. 17	155	5	41	109
6. 18	163	7	48	108
7. 19	213	8	64	141
8. 20	333	8	79	246
9. 21-24	1010	33	278	699
10. 25-44	2423	77	705	1641
11. 45-64	1163	33	357	773
12. 65 and over	291	12	82	197
13. Not stated	345	24	64	257
Total drivers	6272	211	1775	4286

III. Residence of Driver				
1. Resident of urban area	2720	92	757	1871
2. Resident of rural area	3523	110	1014	2399
3. Not stated	29	9	4	16
Total drivers	6272	211	1775	4286
4. Residing within 25 miles of accid't location	4669	143	1283	3243
5. Residing elsewhere in state	962	35	269	658
6. Non-resident of state	603	21	219	363
7. Not stated	38	12	4	22
Total drivers	6272	211	1775	4286

IV. License of Driver				
1. Licensed in state	5314	143	1457	3714
2. Resident—no license	204	10	63	131
3. Non-resident—licensed in other state	617	22	226	369
4. Non-resident—no license	21	2	2	17
5. Not stated	116	34	27	55
Total drivers	6272	211	1775	4286

V. Experience of Driver				
1. Learner under instruction	41		23	18
2. Less than three months	22	2	7	13
3. Three to six months	37	2	14	21
4. Six to twelve months	25	1	11	13
5. 1-5 years	1395	33	399	963
6. 6-10 years	1131	22	308	801
7. 11 years or more	3003	65	861	2077
8. Not stated	618	86	152	380
Total drivers	6272	211	1775	4286

VI. Miscellaneous Actions				
1. Overtaking other vehicle	153		48	105
2a. Attempting to avoid other vehicle	53	1	15	37
b. Attempting to avoid pedestrian	3		2	1
c. Attempting to avoid object	1			1
3. Vehicle skidded	754	19	227	508
4. Driverless moving vehicle				
5a. Hit and run accidents—	53	2	17	34

Form No. 13:28

TABLE B — DRIVERS (Continued)

VII. Driver Violations Indicated	Total	Fatal	Personal Injury	Property Damage
1. Under influence of alcohol	109	4	55	50
2. Exceeded stated speed limit	705	19	288	398
3. Exceeded safe speed—but not stated limit	37	34	1	2
4. Exceeded safe speed—no stated limit existing	6		2	4
5. Failed to grant right of way to vehicle	26	2	7	17
6. Following too closely	287	2	95	190
7. Inattention	798	16	224	558
8. Passing standing street car				
9. Passing on hill	22	1		21
10. Passing on curve	85	2	38	45
11. Cutting in	50		7	43
12. Other improper passing	32	4	17	11
13. On wrong side of road—not in passing	247		4	243
14. Failure to signal or improper signal	313	25	136	152
15. Improper turn—wide right turn	114		52	62
16. Same—cut corner on left turn	47	4	17	26
17. Same—turned from wrong lane	19	1	8	10
18. Other improper turning	9		7	2
19. Disregarded police officer	1		1	
20. Disregarded stop-and-go light	7			7
21. Disregarded stop sign or signal	13		2	11
22. Disregarded warning sign or signal	17		13	4
23. Improper starting from parked position	15	1	3	11
24. Improper parking location	19			19
25. Failed to turn on lights	20	1	10	9
26. Failed to dim headlights	6		3	3
27. Failed to use bright headlights	4		3	1
28. Other violations	348	2	121	225
Total violations	3346	118	1114	2114
29. *Drivers—in violation	2812	97	857	1858
30. Drivers—not in violation	3128	62	839	2227
31. Drivers—information not stated	332	52	79	201
Total drivers	6272	211	1775	4286
32. Accidents—involving a violation	2343	92	732	1519
33. Accidents—not involving a violation	1144	32	364	748
34. Accidents—information not stated	206	40	46	120
Total accidents	3693	164	1142	2387
35. Accidents—stated speed limit exceeded	724	19	325	380
36. Accidents—safe speed exceeded but not stated speed limit	33	30	1	2
37. Accidents—safe speed exceeded no stated speed limit existing	1	1		
38. Accidents—no speed violation	2763	62	784	1917
39. Accidents—information not stated	169	49	32	88
Total accidents	3693	164	1142	2387

VIII. Approximate Speed (Preceding Accident)				
1. Standing still (excl. proper park'g location)	458	3	125	330
2. 0-5 miles per hour	515	7	111	397
3. 6-10 miles per hour	431	4	79	348
4. 11-15 miles per hour	486	6	130	350
5. 16-20 miles per hour	607	18	158	431
6. 21-30 miles per hour	1259	29	359	871
7. 31-40 miles per hour	1333	33	456	844
8. 41-50 miles per hour	557	28	189	340
9. 51-60 miles per hour	101	9	43	49
10. 61-70 miles per hour	28	1	13	14
11. 71 miles per hour and over	10	2	2	6
12. Not stated	487	71	110	306
Total drivers	6272	211	1775	4286

TABLE B — DRIVERS (Continued)

IX. Driver's Condition — Drinking	Total	Fatal	Personal Injury	Property Damage
1. Had been drinking	472	36	196	240
2. Had not been drinking	5698	132	1557	4009
3. Not stated	102	43	22	37
Total drivers	6272	211	1775	4286
4. Accidents—involving drivers drinking	422	36	181	205
5. Accidents—involving drivers not drinking	3196	93	947	2156
6. Accidents—information not stated	75	35	14	26
Total accidents	3693	164	1142	2387

X. Driver's Condition — Except Drinking				
1. Eyesight defective	27	2	12	13
2. Hearing defective	3		1	2
3. Other bodily defect	9	1	4	4
4. Ill	3		2	1
5. Fatigued	3		1	2
6. Apparently asleep	79	8	27	44
7.	9		3	6
8.	5		1	4
9. Other handicap	13	3	3	7
Total physical defects	151	14	54	83
10. Drivers—physical defect	151	14	54	83
11. Drivers—no physical defect	6044	148	1707	4189
12. Drivers—not stated	77	49	14	14
Total drivers	6272	211	1775	4286
13. Accidents—driver physical defect	152	13	54	85
14. Accidents—no driver physical defect	3468	107	1072	2289
15. Accidents—not stated	73	44	16	13
Total accidents	3693	164	1142	2387

XI. Obscured Vision — Vehicle				
1. Rain, snow, etc., on windshield	3			3
2. Windshield otherwise obscured	3		2	1
3. Vision obscured by load on vehicle				
4.	1			1
5. Other	2			2
Total vehicular vision obscurements	9	0	2	7
6. Drivers—vehicular vision obscurement	9		2	7
7. Drivers—no obscurement or not stated	6263	211	1773	4279
Total drivers	6272	211	1775	4286
8. Accidents—vehicular vision obscurement	9		2	7
9. Accidents—no obscurement or not stated	3684	164	1140	2380
Total accidents	3693	164	1142	2387

XII. Obscured Vision — Highway				
1. Trees, crops, bushes, etc.	1		1	
2. Building				
3. Embankment				
4. Signboards, etc.				
5. Hillcrest				
6. Parked cars	1	1		
7. Moving cars				
8. Fog	4	4		
9. Other				
Total highway vision obscurements	6	5	1	0
10. Accidents—highway vision obscurement	6	5	1	
11. Accidents—no obscurement or not stated	3687	159	1141	2387
Total accidents	3693	164	1142	2387

TABLE C — MOTOR VEHICLES

I. Type of Motor Vehicle	Total	Fatal	Personal Injury	Property Damage
1. Passenger car	4640	154	1353	3133
2. Passenger car and trailer	1			1
3. Passenger car and house trailer				
4. Truck	1251	38	310	903
5. Truck and trailer	85		14	71
6. Truck tractor	46		9	37
7. Truck tractor and semi-trailer	23	4	4	15
8. Other combination	13		7	6
9. Other tractor	6	4	1	1
10. Taxicab	8		5	3
11. Bus	47	3	12	32
12. School bus	11		5	6
13. Motorcycle	26	2	18	6
14.	67		24	43
15. Other	29	1	9	19
16. Not stated	19	5	4	10
Total vehicles	6272	211	1775	4286
17. Emergency vehicles included above	1			1

II. Condition of Motor Vehicle				
1. Defective brakes	143	5	41	97
2. No trailer brakes				
3. One headlight out	1			1
4. Both headlights out	12		4	8
5. Headlights insufficient	5	1	1	3
6. Headlights glaring	2			2
7. Rear light insufficient	3		1	2
8. Rear light out	5	1	1	3
9. Other lights or reflectors deficient	22		12	10
10. Steering mechanism defective	41	1	18	22
11. Puncture or blowout	10	1	5	4
12. Worn, smooth tires	7	1	4	2
13.	5		2	3
14. Other defects	40		16	24
Total defects	296	10	105	181
15. Vehicles defective	295	9	105	181
16. Vehicles not defective	5852	152	1649	4051
17. Vehicles—not stated	125	50	21	54
Total vehicles	6272	211	1775	4286
18. Accidents—defective vehicle involved	281	9	98	174
19. Accidents—no defective vehicle	3328	114	1031	2183
20. Accidents—defects not stated	84	41	13	30
Total accidents	3693	164	1142	2387

TABLE D — LOCATION

I. Urban — Rural	Total	Fatal	Personal Injury	Property Damage
Urban—Within incorporated city or town				
1. Below 1,000 population	395	5	117	273
2. 1,000 to 2,500 population	355	10	96	249
3. 2,500 to 5,000 population	191	10	54	127
4. 5,000 to 10,000 population	130	7	38	85
5. 10,000 or over	29	19	2	8
6.				
Total urban accidents	1100	51	307	742
Rural—Not within incorporated city or town				
7. State highway (rural)	2106	100	672	1334
8. County and local roads (rural)	487	13	163	311
9.				
Total rural accidents	2593	113	835	1645
Total accidents—all locations	3693	164	1142	2387

Summary M.V.

Period 1948

TABLE E – HIGHWAY

I. Character of Roadway	Total	Fatal	Personal Injury	Property Damage
1. Straight road—level	2034	75	586	1373
2. Straight road—hillcrest	861	20	270	571
3. Straight road—on grade	62	4	23	35
4. Sharp curve or turn—level	39	18	4	17
5. Sharp curve or turn—hillcrest	43	7	15	20
6. Sharp curve or turn—on grade	9	8		1
7. Other curves—level	290		128	162
8. Other curves—hillcrest	186	1	78	107
9. Other curves—on grade	3			3
10. Not stated	167	31	38	98
Total accidents	3693	164	1142	2387

II. Type of Road Surface				
1. Concrete	530	22	166	342
2. Blacktop	2671	100	845	1726
3. Brick	4	1		3
4. Gravel	151	6	46	99
5. Dirt or sand	71	4	22	45
6.	60		26	34
7. Other	8	4	2	2
8. Not stated	198	28	34	136
Total accidents	3693	164	1142	2387

III. Road Surface Condition				
1. Dry	2061	99	717	1245
2. Wet	600	17	202	381
3. Muddy	8		1	7
4. Snowy	416	10	95	311
5. Icy	520	13	112	395
6. Not stated	88	25	15	48
Total accidents	3693	164	1142	2387

IV. Road Defects				
1. Foreign material on surface	1			1
2. Loose surface material—gravel, etc.	9		3	6
3. Holes, ruts, etc.	22		11	11
4. Defective shoulders	5		3	2
5. Obstruction not lighted (darkness)	3			3
6. Obstruction not signaled (daylight)	1			1
7. Other defects	138	3	37	98
Total defects	179	3	54	122
8. Accidents—road defect	179	3	54	122
9. Accidents—no road defect	3374	128	1057	2189
10. Accidents—not stated	140	33	31	76
Total accidents	3693	164	1142	2387
11. Road under construction or repair	178	2	54	122
12. Road not under construction or repair	3377	131	1057	2189
13. Not stated	138	31	31	76
Total accidents	3693	164	1142	2387

V. Character of Location				
1. Street intersection (urban)	369	11	77	181
2. Highway intersection (rural)	157	3	48	106
3. Alley intersection				
4. Driveway intersection	174	2	55	117
5. Railroad crossing	49	8	13	28
6. Bridge or overpass	130	2	53	75
7. Underpass	4			4
8. In alley				
9. All others	2746	122	842	1782
10. Not stated	164	16	54	94
Total accidents	3693	164	1142	2387

VI. Traffic Control				
1a. Police officer—at intersection	3		1	2
b. Police officer—at other location	6	1	2	3
2a. Stop-and-Go light—functioning	26	1	9	16
b. Stop-and-Go light—not functioning				
3a. Stop sign—functioning	73	1	25	47
b. Stop sign—not functioning	9	1	4	4
4a. Warning sign—functioning—intersection	88	4	26	58
b. Same—not at intersection	74	6	27	41
c. Warning sign—not functioning—intersctn.	8		2	6
d. Same—not at intersection	24	1	15	8
5a. R.R. watchman, gates, signal—functioning	10	4	1	5
b. Same—not functioning	2			2
6a. Other traffic control—functioning	3		1	2
b. Other traffic control—not functioning				
7. No traffic control	3205	106	999	2100
8. Not stated	162	39	30	93
Total accidents	3693	164	1142	2387

VII. Kind of Locality				
1. Manufacturing and industrial district	52	1	18	33
2. Shopping and business district	243	17	65	161
3. Residential district	833	28	272	533
4. School and playground district	17		10	7
5. Open country	2389	108	731	1548
6. Other	1			1
7. Not stated	160	9	46	105
Total accidents	3693	164	1142	2387

Form No. 13-28

TABLE F – TIME and WEATHER

I. Hour	Total	Fatal	Personal Injury	Property Damage
1. 12:00 Midnight to 12:59 a.m.	119	9	48	62
2. 1:00 a.m. to 1:59 a.m.	103	5	39	59
3. 2:00 a.m. to 2:59 a.m.	45	4	19	22
4. 3:00 a.m. to 3:59 a.m.	33		11	22
5. 4:00 a.m. to 4:59 a.m.	27	1	15	11
6. 5:00 a.m. to 5:59 a.m.	38	2	8	28
7. 6:00 a.m. to 6:59 a.m.	82	2	26	54
8. 7:00 a.m. to 7:59 a.m.	91	1	24	66
9. 8:00 a.m. to 8:59 a.m.	136	5	29	102
10. 9:00 a.m. to 9:59 a.m.	137	4	39	94
11. 10:00 a.m. to 10:59 a.m.	145	6	35	104
12. 11:00 a.m. to 11:59 a.m.	173	6	49	118
13. 12:00 Noon to 12:59 p.m.	177	4	57	116
14. 1:00 p.m. to 1:59 p.m.	147	6	50	91
15. 2:00 p.m. to 2:59 p.m.	214	6	63	145
16. 3:00 p.m. to 3:59 p.m.	245	7	70	168
17. 4:00 p.m. to 4:59 p.m.	269	17	72	180
18. 5:00 p.m. to 5:59 p.m.	270	6	78	186
19. 6:00 p.m. to 6:59 p.m.	248	10	81	157
20. 7:00 p.m. to 7:59 p.m.	238	15	70	153
21. 8:00 p.m. to 8:59 p.m.	206	3	71	132
22. 9:00 p.m. to 9:59 p.m.	168	8	57	103
23. 10:00 p.m. to 10:59 p.m.	168	10	63	95
24. 11:00 p.m. to 11:59 p.m.	158	10	61	87
25. Not stated	56	17	7	32
Total accidents	3693	164	1142	2387

II. Day of Week				
1. Monday	471	13	135	323
2. Tuesday	417	32	120	265
3. Wednesday	467	21	125	321
4. Thursday	481	20	144	317
5. Friday	604	26	183	395
6. Saturday	668	35	203	430
7. Sunday	564	17	226	321
8. Not stated	21		6	15
Total accidents	3693	164	1142	2387

III. Light Conditions				
1. Daylight	2124	66	620	1438
2. Dusk	179	5	57	117
3. Dawn	3		2	1
4. Darkness—street or highway lighted	260	24	95	141
5. Darkness—street or highway not lighted	1066	43	359	664
6. Darkness—lighting not stated	14	6	2	6
7. Not stated	47	20	7	20
Total accidents	3693	164	1142	2387

IV. Weather				
1. Clear	2301	98	736	1467
2. Cloudy	528	21	153	354
3. Raining	404	10	129	265
4. Snowing	229	6	55	168
5. Fog	155	5	56	94
6. Other	2			2
7. Not stated	74	24	13	37
Total accidents	3693	164	1142	2387

TABLE G PEDESTRIAN ACTIONS

I. Pedestrian's Condition – Drinking	Total	Killed	Injured
1. Had not been drinking	160	36	124
2a. Had been drinking—obviously drunk	7	3	4
b. Same—ability impaired			
c. Same—ability not impaired			
d. Same—not known whether impaired	2		2
3. Not stated	20	19	1
Total pedestrians	189	58	131

II. Pedestrian's Condition – Except Drinking			
1. Eyesight defective	5	2	3
2. Hearing defective	5		5
3. Other bodily defect	1		1
4. Ill			
5. Fatigued or asleep			
6. Other handicap	3	2	1
Total physical defects	14	4	10
7. Pedestrians physically defective	12	2	10
8. Pedestrians not physically defective	157	36	121
9. Not stated	20	20	
Total pedestrians	189	58	131

III. Residence of Pedestrian			
1. Residing within 25 miles of accident location	181	51	130
2. Residing elsewhere in state	2	2	
3. Residing out of state	3	2	1
4. Not stated	3	3	
Total pedestrians	189	58	131

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	4	3	2	2								3	1	3	1		
b. Same—against signal	3					1				1	1	2	1	2		1	
c. Same—no signal	9	6		5						3	1	7	2	6	1	1	1
d. Same—diagonally	1		1									1		1			
2. Crossing not at intersection	58	14	4	22	7	3		3	8	7	4	42	16	39	4	20	5
3. Coming from behind parked cars	7			5	1				1			5	2	6		1	
4a. Walking in roadway	58	19	2	3	5	8	3	12	10	12	3	41	17	18	3	36	1
5. Standing in safety zone	3			1				1			1	3		2		1	
6. Getting on or off street car																	
7. Getting on or off vehicle	6		1	2	1			1			1	3	3	4	1	1	
8. Pushing or working on vehicle in roadway	2	1			1				1			2				2	
9. Working in roadway	5	1				1	3			1		5		4		1	
10. Playing in roadway	17	4	5	7	3	1					1	13	4	16		1	
11. Hitching on vehicle	2	1	1		1							1	1	2			
12. Lying in roadway	2	1		1		1						2		1			
13. Not in roadway	4			1	2						1	3	2	1	1	2	
14. Not stated	8	8	2	1				1	2	2		8		2		2	4
Total pedestrians	189	58	18	50	21	14	4	21	22	26	13	140	49	99	11	70	9
Additional information on pedestrians included above:																	
1. On sled	8	5	1	6	1							6	2	8			
2. On coaster wagon, tricycle, etc.																	
3. On roller skates																	
4. Pushing, pulling cart, buggy, wagon, etc.																	
5. Vending in roadway—no cart																	
6. Hitch-hiking in roadway																	
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	Not Stated
1. Car going straight	157	40	5	35		117	14	103	
2. Car turning right	7	2	1	1		5		1	4
3. Car turning left	6	2		2		4		2	2
4. Car backing	6	2		2		4		3	1
5. All others	1	1		1					
6. Not stated	12	11	3	3	5	1		1	
Total pedestrian accidents	189	58	9	44	5	131	14	110	7

II. Two Motor Vehicle Intersection Accidents	Total	Fatal	Personal Injury	Property Damage
1a. Both straight—from same direction	50		13	37
b. Same—from opposite directions	64	1	25	38
c. Same—at angle	57		11	46
2a. One right, one straight—from same dir.	28	1	11	16
b. Same—from opposite directions	38		13	25
c. Same—at angle	54		19	35
3a. One left, one straight—from same dir.	17		4	13
b. Same—from opposite directions	28	1	8	19
c. Same—at angle	14		2	12
4a. One stopped—other from same direction	18		1	17
b. Same—other from opposite direction	12		1	11
c. Same—other at angle	1			1
5a. All others—from same direction	3			3
b. Same—from opposite directions	3			3
c. Same—at angle	1			1
6. Not stated	3	1		2
Total	391	4	108	279

III. Two Motor Vehicle Non-Intersection Accidents				
1a. Going opposite direct'ns—head-on collision	265	14	148	103
b. Same—angle or sideswipe collision	613	11	131	471
2a. Going same direction—rear-end collision	429	3	82	344
b. Same—angle or sideswipe collision	300	3	52	245
3a. One car parked—proper location	110	2	22	86
b. One car parked—improper location	90	1	23	66
c. One car stopped in traffic	15	1	2	12
4a. One car forward from parked position	9		1	8
b. One car backward from parked position	68		6	62
5a. One car entering alley	12			12
b. One car leaving alley	3			3
6a. One car entering driveway	20		4	16
b. One car leaving driveway	10			10
7. All others	2			2
8. Not stated	13		2	11
Total	1959	35	473	1451

IV. All Other Accidents	Total	Fatal	Personal Injury	Property Damage
1a. Collision with non-motor vehicle, train, street car, bicycle, etc.—at intersection	23	15	5	3
b. Same—not at intersection	49		34	15
2a. Collision with fixed object in roadway—at intersection	2			2
b. Same—not at intersection	7		3	4
3a. Overturned in roadway—at intersection	2		2	
b. Same—not at intersection	15	1	2	12
4a. Left roadway—at intersection—then overturned	3			3
b. Same—then struck fixed object	4	1	2	1
c. Same—then struck other vehicle				
d. Same—then struck pedestrian	3		2	1
5a. Left roadway—at curve—then overturned	178	7	65	106
b. Same—then struck fixed object	185	9	67	109
c. Same—then struck other vehicle	1			1
d. Same—then struck pedestrian				
6a. Left roadway—on straight road—then overturned	282	12	103	167
b. Same—then struck fixed object	288	19	107	162
c. Same—then struck other vehicle	5		3	2
d. Same—then struck pedestrian				
7a. Occupant fell from vehicle—boarding or alighting in traffic	5	1	4	
b. Same—not boarding or alighting	8	2	6	
8. Injured within vehicle (no other event)	1			1
9. Mechanical failure (no other event)				
10. Fire (no other event)				
11. Animal	61		17	44
12. Hit Garage	1			1
13.				
14.				
15.				
16. All others	17		6	11
17. Not stated	14		2	12
Total	1154	67	430	657

STATISTICAL SUMMARY of MOTOR VEHICLE TRAFFIC ACCIDENTS in MAINE

SUMMARY REPORT OF MOTOR VEHICLE ACCIDENTS

TYPE OF ACCIDENT by AGE and SEX of KILLED and INJURED PERSONS

PERIOD 1949

Type of Accident 72 Collision of Motor Vehicle with—	Number of Accidents: Total Accidents	Fatal	Personal Injury	Property Damage	Persons Killed: Total Killed	Age 41-42-43: 0-4	5-9	10-14	15-19	20-24	25-34	35-44	45-64	65 & Over	Not Stated	Sex 44-45-46: Male	Female	Persons Killed: Driver	47-48-49 Pass'g'r	Other	Persons Injured: Total Injured	Age 41-42-43: 0-4	5-9	10-14	15-19	20-24	25-34	35-44	45-64	65 & Over	Not Stated	Sex 44-45-46: Male	Female	Persons Injured: Driver	47-48-49 Pass'g'r	Other
1. Pedestrian	160	46	114		47	2	3	2	1	2	2	1	16	17	1	30	17			47	130	14	48	12	4	11	11	4	9	8	9	80	50			130
2. Other motor vehicle	2162	33	564	1565	48	1		1	10	3	6	9	10	6	2	27	21	13	34	1	1049	25	35	31	115	137	182	148	209	61	106	568	481	379	670	
3. Railroad train	13	5	4	4	9				1	2	4		2			6	3	4	5		9	1				3	3	1	1			5	4	4	5	
4. Animal-drawn vehicle	7		3	4																	6				1		2		2	1		5	1	1	3	2
5. Bicycle	35	5	29	1	5		2	2				1				5				5	33	1	9	16	3						4	27	6	1	1	31
6. Animal	43		11	32																	13			1	1	3	1	3	2	1	1	9	4	5	6	2
7. Fixed object	527	22	226	279	26				6	7	5	5		2	1	22	4	14	12		346	8	8	8	54	88	75	37	47	9	12	237	109	151	195	
8. Overturned in roadway	8		5	3																	7					2	2	1							
9. Ran off roadway	506	12	211	283	12				1	3	2	5	1			11	1	9	3		327	2	2	6	58	72	79	40	39	4	25	242	85	132	195	
10. Other non-collision	181	8	59	114	8		1		2	1	2		2			7	1	3	5		94	6	2	1	18	18	18	4	13	4	10	65	29	27	66	1
11. Sled	12	4	8		5	1	4									4	1				11	2	5	2	2							9	2			11
12.																																			
Totals	3654	135	1234	2285	160	4	10	5	21	18	21	21	31	25	4	112	48	43	59	58	2025	59	109	77	258	334	372	238	322	89	167	1253	772	704	1144	177

TIME

Day of Week —5	Total	Fatal	Personal Injury	Property Damage
1. Monday	472	22	147	303
2. Tuesday	446	17	130	299
3. Wednesday	420	18	154	248
4. Thursday	427	22	139	266
5. Friday	530	14	180	336
6. Saturday	702	20	264	418
7. Sunday	633	22	220	391
8. Not stated	24			24
Total accidents	3654	135	1234	2285

Hour —6	Total	Fatal	Personal Injury	Property Damage
1. 12:00 Midnight to 12:59 a.m.	106	8	40	58
2. 1:00 a.m. to 1:59 a.m.	104	5	39	60
3. 2:00 a.m. to 2:59 a.m.	51	3	21	27
4. 3:00 a.m. to 3:59 a.m.	38	1	12	25
5. 4:00 a.m. to 4:59 a.m.	31		15	16
6. 5:00 a.m. to 5:59 a.m.	38	3	15	20
7. 6:00 a.m. to 6:59 a.m.	54	1	18	35
8. 7:00 a.m. to 7:59 a.m.	100	1	23	76
9. 8:00 a.m. to 8:59 a.m.	113	1	32	80
10. 9:00 a.m. to 9:59 a.m.	138	4	36	98
11. 10:00 a.m. to 10:59 a.m.	148	4	44	100
12. 11:00 a.m. to 11:59 a.m.	201	4	59	138
13. 12:00 Noon to 12:59 p.m.	171	5	48	118
14. 1:00 p.m. to 1:59 p.m.	176	3	54	119
15. 2:00 p.m. to 2:59 p.m.	210	5	67	138
16. 3:00 p.m. to 3:59 p.m.	269	7	91	171
17. 4:00 p.m. to 4:59 p.m.	300	6	104	190
18. 5:00 p.m. to 5:59 p.m.	282	14	107	161
19. 6:00 p.m. to 6:59 p.m.	240	8	78	154
20. 7:00 p.m. to 7:59 p.m.	207	8	71	128
21. 8:00 p.m. to 8:59 p.m.	159	6	56	95
22. 9:00 p.m. to 9:59 p.m.	168	8	61	99
23. 10:00 p.m. to 10:59 p.m.	146	7	62	77
24. 11:00 p.m. to 11:59 p.m.	162	6	78	78
25. Not stated	44	17	3	24
Total accidents	3654	135	1234	2285

LOCATION

Urban – Rural —10-11				
Urban—Within incorporated city or town				
1. Below 1,000 population	157	4	40	113
2. 1,000 to 2,500 population	345	10	93	242
3. 2,500 to 5,000 population	335	8	130	197
4. 5,000 to 10,000 population	137	7	8	122
5. 10,000 or over	44	18	8	18
6.				
Total urban accidents	1018	47	279	692
Rural—Not within incorporated city or town				
7. State highway (rural)	2460	80	899	1481
8. County and local roads (rural)	176	8	56	112
9.				
Total rural accidents	2636	88	955	1593
Total accidents—all locations	3654	135	1234	2285

HIGHWAY

Character of Roadway —15				
1. Straight road—level	1837	59	613	1165
2. Straight road—hillcrest	782	22	282	478
3. Straight road—on grade	23	13	1	9
4. Curve or turn—level	423	12	162	251
5. Curve or turn—hillcrest	365	7	138	220
6. Curve or turn—on grade	4		1	2
7. Not stated	218	21	37	160
Total accidents	3654	135	1234	2285

HIGHWAY (Continued)

Type of Road Surface —16	Total	Fatal	Personal Injury	Property Damage
1. Concrete	413	13	153	247
2. Blacktop	2876	87	988	1801
3. Gravel	135	3	42	90
4. Dirt or sand	62	2	20	40
5.				
6.				
7. Other				
8. Not stated	168	30	31	107
Total accidents	3654	135	1234	2285

Road Surface Condition —16				
1. Dry	2196	76	814	1306
2. Wet	544	16	179	349
3. Muddy	6		2	4
4. Snowy	224	3	62	159
5. Icy	575	14	155	406
6. Not stated	109	26	22	61
Total accidents	3654	135	1234	2285

Road Defects —17				
1. Loose surface material—gravel, etc.	1		1	
2. Holes, ruts, etc.	38	2	13	23
3. Defective shoulders	4		2	2
4. Road under construction or repair	71		30	41
5. Other defects	58		15	43
6. Not stated	186	95	20	71
Total accidents defects	358	97	81	180

Traffic Control —18				
1. Police officer—at intersection	3	1	1	1
2. Police officer—at other location	11		3	8
3. Stop-and-Go light—functioning	74	5	20	49
4. Stop-and-Go light—not functioning	7		4	3
5. Stop sign—functioning	72		14	58
6. Stop sign—not functioning	19		7	12
7. Warning sign—functioning	202	7	62	133
8. Warning sign—not functioning	19	1	5	13
9. R.R. watchman, gates, signal—functioning	10	3	5	2
10. Same—not functioning	1	1		
11. Other traffic control—functioning	2	1		1
12. Other traffic control—not functioning				
13. No traffic control	3031	84	1078	1869
14. Not stated	203	32	35	136
Total accidents	3654	135	1234	2285

Kind of Locality —19				
1. Manufacturing and industrial district	5	1	1	3
2. Shopping and business district	259	13	52	194
3. Residential district	680	33	210	437
4. School and playground district				
5. Open country	2618	87	940	1591
6. Other	1			1
7. Not stated	91	1	31	59
Total accidents	3654	135	1234	2285

Light Conditions

Light Conditions —20				
1. Daylight	2121	56	682	1383
2. Dusk	154	4	47	103
3. Dawn				
4. Darkness—street or highway lighted	335	21	124	190
5. Darkness—street or highway not lighted	986	37	371	578
6. Darkness—lighting not stated	2	1		1
7. Not stated	56	16	10	30
8.				
9.				
Total accidents	3654	135	1234	2285

WEATHER

Weather —21	Total	Fatal	Personal Injury	Property Damage
1. Clear	2310	81	817	1412
2. Cloudy	515	14	177	324
3. Raining	442	10	147	285
4. Snowing	229	4	56	169
5. Fog	104	5	29	70
6. Other	1		1	
7. Not stated	53	21	7	25
Total accidents	3654	135	1234	2285

MOTOR VEHICLES

Type of Motor Vehicle —22-23-24				
1. Passenger car	4334	112	1382	2840
2. Passenger car and trailer	8	4		4
3. Truck	1313	48	380	885
4. Truck and trailer	45	2	10	33
5. Truck tractor and semi-trailer	73	3	21	49
6. Other tractor	19	1	4	14
7. Taxicab	6	1	1	4
8. Bus	36	1	14	21
9. School bus	19	1	7	11
10. Motorcycle	29	1	20	8
11. Beach wagon	81		29	52
12. Jeep	31		13	18
13. Not stated	20	4	2	14
Total vehicles	6014	178	1883	3953
1. Emergency vehicles included above	6	2	1	3

DRIVERS of MOTOR VEHICLES

Residence of Driver —25-26				
1. Residing within 25 miles of accid't location	4992	135	1546	3311
2. Residing elsewhere in state	252	20	59	173
3. Non-resident of state	691	15	267	409
4. Not stated	79	8	11	60
Total drivers	6014	178	1883	3953

Age of Driver - 27-28				
1. 14 years or under	10		3	7
2. 15	39		9	30
3. 16	93	2	31	60
4. 17	148	8	44	96
5. 18	179	4	51	124
6. 19	176	8	65	103
7. 20	222	5	66	151
8. 21-24	907	28	264	615
9. 25-34	1343	41	473	829
10. 35-44	967	25	337	605
11. 45-64	1309	21	393	895
12. 65 and over	325	9	86	230
13. Not stated	296	27	61	208
Total drivers	6014	178	1883	3953

Sex of Driver —29-30				
1. Male	5383	162	1667	3553
2. Female	563	8	204	352
3. Not stated	68	8	12	48
Total drivers	6014	178	1883	3953

Experience of Driver - 34-35				
1. Learner under instruction	35		11	24
2. Less than three months	36	2	15	19
3. Three to six months	22	1	4	17
4. Six to twelve months	18		8	10
5. 1-5 years	1354	24	419	911
6. 6-10 years	1045	18	317	710
7. 11 years or more	2876	65	919	1892
8. Not stated	628	68	190	370
Total drivers	6014	178	1883	3953

DRIVERS (Continued)

License of Driver —36-37	Total	Fatal	Personal Injury	Property Damage
1. Licensed in state	4964	125	1486	3353
2. Resident—no license	158	7	67	84
3. Non-resident—licensed in other state	683	14	267	402
4. Non-resident—no license	8		4	4
5. Not stated	201	32	59	110
Total drivers	6014	178	1883	3953

Approximate Speed (Preceding Accident) —38-39				
1. Standing still (excl. proper park'g location)	584	5	153	426
2. 0-10	764	6	160	598
3. 11-20 miles per hour	947	15	254	678
4. 21-30 miles per hour	1269	28	415	826
5. 31-40 miles per hour	1389	40	493	856
6. 41-50 miles per hour	505	18	219	268
7. 51-60 miles per hour	66	4	41	21
8. 61-70 miles per hour	18	2	10	6
9. 71 miles per hour and over	12	5	7	
10. Not stated	460	55	131	274
Total drivers	6014	178	1883	3953

Driver Violations Indicated - 51-56				
1. Under influence of alcohol	136		68	68
2. Exceeded stated speed limit	197	9	105	83
3. Exceeded safe speed	497	27	220	250
4. Failed to grant right of way to vehicle	82	4	24	64
5. Following too closely	97		24	73
6. Inattention	610	16	212	382
7. Passing on hill	18	2	7	9
8. Passing on curve	7	1	2	4
9. Cutting in	22	1	5	16
10. Other improper passing	21	3	4	14
11. On wrong side of road	298	25	116	157
12. Failure to signal or improper signal	97		23	75
13. Improper turn	58	4	12	42
14. Disregarded police officer	3			3
15. Disregarded stop-and-go light	1			1
16. Disregarded stop sign or signal	39	3	15	21
17. Disregarded warning sign or signal				
18. Improper starting from parked position				
19. Improper parking location	29		7	22
20.				
21. Other violations	3	2	1	
Total violations	2225	97	844	1284

Comparative Totals

Same Month Last Yr.			This Year to Date			Same Period Last Year		
Total Accidents	Persons Killed	Persons Injured	Total Accidents	Persons Killed	Persons Injured	Total Accidents	Persons Killed	Persons Injured
			160	47	130	188	58	131
			2162	48	1049	2282	49	877
			13	9	9	17	6	5
			7		6	5		
			35	5	33	27	4	4
			43		13	22		21
			527	26	346	469	31	21
			8		7	12	6	280
			506	12	327	95	18	46
			181	8	94	529	4	46
			12	5	11	7	5	326
			3654	160	2025	2393	181	1722

Summary .....

Period 1949

PEDESTRIANS ACTIONS

Pedestrian Actions by Age, Sex and Light Conditions -58	Total Pedestrians	Pedestrians Killed	Pedestrians Killed and Injured													
			Age-41-43								Sex-44-46		Light Conditions -20			
			0-4	5-9	10-14	15-19	20-24	25-44	45-64	65 and Over	Not Stated	Male	Female	Daylight	Dusk	Darkness	Not Stated
1. Crossing at intersection—with signal	8				1			4	3			5	3	2	2	3	1
2. Same—against signal	4							3	1			2	2	2		2	
3. Same—no signal	13	6		4					4	4	1	6	7	5		7	1
4. Same—diagonally	2	1							1		1	1	1	1		1	
5. Crossing not at intersection	64	14	8	28	6	1	2	2	7	8	2	39	25	46		15	3
6. Coming from behind parked cars	11	2	1	7				1		1	1	7	4	10		1	
7. Walking in roadway with traffic	26	10	1		1		5	6	6	4	3	17	9	5		19	2
8. Walking in roadway against traffic	7	5					2		1	4		6	1	2	1	2	2
9. Getting on or off vehicle	6		1	4	1							4	2	6			
10. Pushing or working on vehicle in roadway																	
11. Working in roadway	10	1				2	3	3		1	1	8	2	5		5	
12. Playing in roadway	16	2	4	7	4	1						6	10	12	1	3	
13. Hitching on vehicle																	
14. Lying in roadway	1	1					1					1				1	
15.	1	1								1		1		1			
16.																	
17. Not stated	8	4	1	1	1	1			1	2	1	8		5		1	2
Total pedestrians	177	47	16	51	14	5	13	19	24	25	10	111	66	102	4	60	17
Additional information on pedestrians included above: -59																	
1. On coaster wagon, tricycle, etc.																	
2. On roller skates	1				1							1		1			
3. Hitch-hiking in roadway																	

Residence of Pedestrian - 50	Total	Killed	Injured
1. Residing within 25 miles of accident location	155	41	114
2. Residing elsewhere in state	4	1	3
3. Residing out of state	5	1	4
4. Not stated	13	4	9
Total pedestrians	177	47	130
Pedestrian's Condition – Drinking -65			
1. Had not been drinking	141	24	117
2. Had been drinking	13	5	8
3. Not stated	23	18	5
Total pedestrians	177	47	130
Pedestrian's Condition Physical -62			
1. Eyesight defective	3	1	2
2. Hearing defective	2		2
3. Other bodily defect			
4. Ill			
5. Fatigued or asleep			
6. Other handicap	10	2	8
Total physical defects	15	3	12

DRIVERS

Driver's Condition – Drinking -63-64	Total	Fatal	Personal Injury	Property Damage
1. Had been drinking	529	17	254	258
2. Had not been drinking	3761	122	1580	2059
3. Not stated	154	39	47	68
Total drivers	4444	178	1881	2385
Driver's Condition – Physical -60-61				
1. Eyesight defective	21	1	9	11
2. Hearing defective	4			4
3. Other bodily defect	8		4	4
4. Ill	5		5	
5. Fatigued				
6. Apparently asleep	100	2	40	58
7.				
8.				
9. Other handicap	9	1	4	4
Total physical defects	147	4	62	81

MOTOR VEHICLES

Condition of Motor Vehicle -66-67	Total	Fatal	Personal Injury	Property Damage
1. Defective brakes	127	3	35	89
2. Both headlights out	6		4	2
3. Headlights insufficient	29	1	11	17
4. Rear light insufficient				
5. Rear light out	5		1	4
6. Steering mechanism defective	56		21	35
7. Puncture or blowout	7		3	4
8. Worn, smooth tires	13		5	8
9. Springs	7		2	5
10. Other defects	39	2	17	11
Total defects	279	6	98	175
Obscured Vision -69-70-71				
1. Rain, snow, etc., on windshield	4	1	1	2
2. Windshield otherwise obscured	2			2
3. Vision obscured by load on vehicle				
4. Highway	10	1	4	5
5. Other	1			1
Total vision obscurements	17	2	5	10

DIRECTIONAL ANALYSIS

Pedestrian Accidents - 73-74	Total Accidents	Fatal Accidents				Personal Injury Accidents			
		Total Fatal	Intersection	Non-Intersection	Not Stated	Total Personal Injury	Intersection	Non-Intersection	Not Stated
1. Car going straight	136	31	3	28		105	5	100	
2. Car turning right									
3. Car turning left	5	2	2			3	3		
4. Car backing	1					1		1	
5. All others	5	2		2		3	1	2	
6. Not stated	13	7	2	2	7	2		2	
Total pedestrian accidents	160	46	7	32	7	114	9	105	

Two Motor Vehicle Intersection Accidents - 73-74	Total	Fatal	Personal Injury	Property Damage
1a. Both straight—from same direction	85		23	62
b. Same—from opposite directions	92	2	24	66
c. Same—at angle	86	3	23	60
2a. One right, one straight—from same direction	111	1	12	98
b. Same—from opposite directions	48	1	12	35
c. Same—at angle	17		13	4
3a. One left, one straight—from same direction	27		2	25
b. Same—from opposite directions	3		2	1
c. Same—at angle				
4a. One stopped—other from same direction	6		3	3
b. Same—other from opposite direction	2			2
c. Same—other at angle				
5a. All others—from same direction				
b. Same—from opposite directions				
c. Same—at angle				
6. Not stated				
Total	477	7	114	356

Two Motor Vehicle Non-Intersection Accidents - 73-74	Total	Fatal	Personal Injury	Property Damage
1a. Going opposite directions—head-on collision	354	15	98	241
b. Same—angle or sideswipe collision	441	7	131	303
2a. Going same direction—rear-end collision	398	2	146	250
b. Same—angle or sideswipe collision	288	2	38	248
3a. One car parked—proper location	26		6	20
b. One car parked—improper location	25		2	23
c. One car stopped in traffic	9		2	7
4a. One car forward from parked position	7		1	6
b. One car backward from parked position	18		5	13
5a. One car entering driveway	4		1	3
b. One car leaving driveway	12		1	11
6a. All others	69		15	54
b. Not stated	58		4	54
7.				
8.				
Total	1709	26	450	1233

All Other Accidents -73-74	Total	Fatal	Personal Injury	Property Damage
1a. Collision with non-motor vehicle, train, street car, bicycle, etc.—at intersection				
b. Same—not at intersection	52	14	33	5
2a. Collision with fixed object in roadway—at intersection				
b. Same—not at intersection				
3a. Overturned in roadway—at intersection				
b. Same—not at intersection	7		4	3
4a. Left roadway—at intersection—then overturned	25	1	14	10
b. Same—then struck fixed object	30		12	18
c. Same—then struck other vehicle	2		1	1
d. Same—then struck pedestrian				
5a. Left roadway—at curve—then overturned	133	4	54	75
b. Same—then struck fixed object	203	9	96	98
c. Same—then struck other vehicle				
d. Same—then struck pedestrian	1			1
6a. Left roadway—on straight road—then overturned	347	4	148	195
b. Same—then struck fixed object	351	17	138	196
c. Same—then struck other vehicle				
d. Same—then struck pedestrian				
7a. Occupant fell from vehicle—boarding or alighting in traffic	4	1		3
b. Same—not boarding or alighting	13	5	4	4
8. Fire (no other event)	12		3	9
9. Animal	50		14	36
10.				
11.				
12.				
13.				
14.				
15.				
16. All others	74	1	33	40
17. Not stated	4		2	2
Total	1308	56	556	696

Character of Location -75	Total	Fatal	Personal Injury	Property Damage
1. Street intersection (urban)	286	11	67	208
2. Highway intersection (rural)	256	6	93	157
3. Driveway intersection	2			2
4. Railroad crossing	35	7	11	17
5. Bridge or overpass	80	2	21	57
6. Underpass	3		1	2
7. All others	2954	97	1035	1822
8. Not stated	38	12	6	20
Total accidents	3654	135	1234	2285

Miscellaneous Actions -76	Total	Fatal	Personal Injury	Property Damage
1. Attempting to avoid other vehicle	123	2	43	78
2. Attempting to avoid pedestrian	12	2	9	1
3. Vehicle skidded	885	17	303	565
4. Driverless moving vehicle	5		1	4
5. Hit and run accidents—	57	4	14	39

Form No. 13-28

taining a fingerprint identification file of all public school children in the state.

In addition to the records division the Identification Bureau offers the services of a police laboratory and photographic unit. While our laboratory is not equipped to perform chemical analyses, we are, through the splendid cooperation received from the Federal Bureau of Investigation, the Massachusetts State Police Laboratory, and our several state laboratories, able to render such service to local law enforcement agencies.

Our fingerprint files continue to grow at a rapid rate. In twelve years the number of fingerprints on file has multiplied ninety-six times. In view of the fact that all fingerprints received must remain active and readily available for at least seventy years (a person is presumed to have passed the days of criminal tendencies when he reaches the age of ninety years), we are obviously unable to relegate any records to inactive status, or "dead" storage. Approximately ten additional filing cabinets are required each year to accommodate new records. All available floor space is now being used and lack of working space makes it very difficult for our personnel. It seems apparent that some provision for additional space must be provided in the near future.

Fingerprints received during this biennial period:

	'48–'49	'49–'50	Total for this period	Total now on file
Civilian	347	285	632	
Industrial	303	154	457	199,005
Criminal	9,097	8,259	17,356	122,189
Student	18,507	3,300*	21,807	156,290
Totals	28,254	11,998	40,252	
Grand Total of Fingerprints now on File				477,484

Bulletins with fingerprints of persons wanted in other states received and searched through our criminal files:

'48–'49	'49–'50	Total
1,800	1,825	3,625

Identifications made between new criminal fingerprints and those previously filed for the two-year period totalled 9,849 or 47.6%.

* The decrease in the number of student fingerprints received during '49-'50 is due to a change from the fourth grade to the fifth grade as the starting point, thus virtually eliminating one year's printing.

Criminal records furnished to other departments:

'48–'49	'49–'50	Total
38,049	34,984	73,033

Criminal records received from the Federal Bureau of Investigation and other states:

'48–'49	'49–'50	Total
4,052	3,455	7,507

Final dispositions of continued and bound over cases received:

'48–'49	'49–'50	Total
1,557	507	2,064

When a report is received that an individual has been placed on probation, a copy of his complete criminal history is forwarded to the appropriate probation officer. Subsequent arrests while subject remains on probation are also forwarded to the probation officer.

New Probations listed during biennial period 2,068

Through the cooperation of the Maine State Prison and State Reformatory for Men we receive notice of all parolees from these institutions and have established a system whereby local law enforcement agencies are notified when any convict is paroled to a locality within their jurisdiction. Since March 1949 a total of 400 such notifications have been made to local agencies.

Upon being notified that an individual has been paroled we forward a copy of subject's criminal record to the Chief Parole Officer and also notify him and the appropriate institution whenever a person is arrested while on parole.

Our name indexes, which contain the key to our master fingerprint file and criminal history file, are arranged by the Remington Rand Soundex system of filing.

By this method we assign a numerical code to all alphabetical consonants having a similar sound, as "d" and "t". This assembles into one group the various spellings of similar names, as: "Brown, Browne, Broun, Braun, Broom," etc. As we receive, daily, many telephone requests for clearance by name only, this method eliminates many reference searches through the files, prevents inadvertent errors through unfamiliar spellings, shortens the waiting period for the telephone caller, and many times

enables us to locate a criminal record when the requesting agency is uncertain of the subject's correct name.

Our permanent criminal indexes on file as of June 30, 1950, totalled 68,022. The word "permanent" is used to indicate that this total figure does not include the many thousands of names of missing and wanted persons temporarily placed in our index file until such time as the subject is apprehended or located.

Our personal index file, which includes student, industrial and military records, at the close of this biennial period contained a total of 55,946 names.

We maintain a file of bulletins regularly issued by states east of the Mississippi River, listing the names of persons wanted or missing. These names are flagged in our index file where they are daily checked against all new fingerprint records. A number of fugitives are apprehended each year through this system. During the biennial period 6,627 names were flagged in this manner.

We frequently are requested by state institutions and local law enforcement departments to issue bulletins containing the fingerprints and photographs of escapees, parole violators, and wanted persons. During the last two years 1,839 bulletins pertaining to seven individuals were circularized by this bureau.

All voluntary enlistments in the military services are cleared through our criminal files.

Military Fingerprints received, processed, and returned:

'48–'49	'49–'50	Total
1,496	1,352	2,848

The number of military inquiries received has almost doubled in the last two years and is steadily increasing under present conditions.

Inquiries by name only for criminal records were processed as follows:

'48–'49	'49–'50	Total
5,101	4,811	9,912

The above figures show an increase of more than 3,600 over our last report.

Our criminal photograph file is separated by major crimes which are filed in units to facilitate identification.

Criminal Photographs filed during this biennial period	5,438
Total Criminal Photographs now on file	59,106

A Multigraph duplicating machine was recently added to our equipment. It is capable of reproducing typewritten copy, handwritten specimens, and photographs up to a size of 8½ x 11", and in the short interval it has been in use has given very satisfactory results. In addition to increased efficiency in this type of work, the Multigraph has reduced the cost of commercial printing.

Photography

Our photographic work continues to increase. Criminal courts and prosecuting officials are depending more and more on photographic evidence. We have recently found it necessary to add another Graphic camera to our equipment due to the great number of cases in which we are requested to assist in the field. In addition to our work on criminal cases and highway accidents, we are required to do all the photographing of inmates of our state penal institutions.

Following is a summary of our photographic work during the biennial period:

Negatives made, ranging in size from 3¼ x 4¼" to 8 x 10"	3,465	
Contact Prints made from above Negatives	13,561	
Projection Enlargements made	5 662	
Photostatic Copies made	10,161	
Total Number of Pieces of Photography handled		32,849

Laboratory

One of the outstanding cases in which this bureau played an important part was a fatal accident that involved an individual supposedly hit by an automobile at Owl's Head, Maine.

On March 9, 1949, at approximately 11:30 P. M. a dispatch was received at the Thomaston State Police Barracks stating that there had been a bad accident on the Owl's Head Road. At 11:30 P. M. a notation was placed on the Barracks' blotter stating that the Rockland Police Department reports that a boy

had been run over at about 11:00 P. M. and that this boy was approximately 14 years of age.

Early the following morning a dispatch was received by Headquarters from the Thomaston Barracks requesting a photographer to be sent to Thomaston in order to take several pictures of the scene of the fatal accident which had previously been reported. Our bureau photographer, upon his arrival at Thomaston, was shown the car in question that involved the hit-and-run fatality and many pictures were taken in order to gain certain evidence that might be necessary for court action.

During the course of this examination, it was noticed that the bumper showed definite markings of some nature and that portions of the grill were missing; also, that the seal beam headlight was broken with two small sections remaining in contact with the female electric plug. The metal headlight rim had been dented and the top of the fender showed three dents later brought out by photographs. In the area of the dents, the right front fender and extending backwards, were blood spots that showed definite movement of the car when blood came in contact with the metal. Very noticeable was the difference between the mud or dirt markings and that caused by the blood. A very definite red color could be seen.

It was noticed that there were spots of skin and brain tissue on the right front door where large blood markings were also found. These were secured and placed in bottles for further examination. Inside the car were also found additional amounts of this same material together with additional hair. These samples were all secured and were later taken to the Massachusetts State Police Laboratory along with hair which was secured from the victim at the funeral home in Rockland, Maine.

Other important material was also turned over to the Massachusetts Laboratory at this time which included a small piece of glass removed from the clothing of the boy at the funeral home. The laboratory check identified the type of blood and the hair which was submitted, as having a specific connection with this fatal accident.

Pieces of material from the broken grill, although picked up by persons in the vicinity of the accident, were later secured through hard work and efficient operation on the part of various individuals. The pieces of grill after having been gathered, made up a complete grill section similar to that secured from the car in question. It was found that after several hours of trying to place broken grill sections in place that the grillwork was identical and had a specific connection with the car in question. Broken glass from the seal beam headlight was also pieced together and fitted in perfectly with other glass fragments found in the headlight of the car.

By piecing together all this information, which included approximately twenty-four exhibits, the driver of the car in question, having been brought to court, finally conceded that he had a definite connection with this death and a plea of guilty was presented to the court.

During this biennial period the bureau processed for latent fingerprints a total of 408 articles, from which 410 prints and fragments were recovered.

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

BALLISTICS

Accidental Shooting	1	
Assault w/i to Kill	2	
Murder	1	
Suicide	1	
Total		5

CHEMICALS

Crime	Type of Test		
Arson	Gasoline	1	
Breaking, Entering & Larceny	Blood	1	
Hit and Run	Blood	1	
Manslaughter	Blood	5	
Motor Vehicle Accident	Blood	1	
Narcotics	Drugs	1	
Poisoning	Drugs	2	
Rape	Semen	3	
Suicide	Diphenylamine	2	
Violent Death	Blood and Gasoline	1	
Total			18

HAIR

Breaking, Entering and Larceny	1	
Total		1

HANDWRITING AND CHECKS

Anonymous Writing	1	
Forgery	18	
Identification	1	
Recovery of Numbers	23	
Total		43

LATENT FINGERPRINTS

Abandonment	1	
Anonymous Writing	2	
Armed Robbery	1	
Arson	2	
Breaking, Entering and Larceny	109	
Forgery	1	
Grand Larceny	1	
Larceny	9	
Larceny of Auto	16	
Malicious Mischief	1	
Manslaughter	1	
Robbery	1	
Suicide	1	
Vandalism	1	
Total		147

PHOTOGRAPHY

Accidental Death	1	
Arson	6	
Arson and Death	2	
Assault w/i to Kill	1	
Breaking, Entering and Larceny	4	
Drowning	1	
Fatal Auto Accident	15	
Hit and Run	2	
Illegal Trapping	1	
Larceny	1	
Malicious Mischief	1	
Malnutrition	1	
Manslaughter	2	
Motor Vehicle Accident	3	
Murder	1	
Natural Death	3	
Neglect of Children	1	
Sodomy	1	
Suicide	2	
Unknown Deceased	1	
Violent Death	4	
Total		54

PLASTICS

Crime	No. of Casts Made	
Breaking, Entering and Larceny	2	1
Larceny	4	1
Malicious Mischief	5	2
Rape	3	1
Total Number of Casts Made	14	
Total Cases in Plastics		5

TOTAL NUMBER OF LABORATORY CASES 273

CRIME CHART

Substantiated by records received during bienn al period

Crime	'48-'49	'49-'50	Total
Abortion	.....	1	1
Accessory	13	14	27
Adultery	24	34	58
Affray	45	48	93
Aggravated Assault	15	.....	15
Alien	35	49	84
Arson	17	16	33
Assault and Battery	347	389	736
Assault with intent to Kill	20	43	63
Assault with intent to Rape	15	14	29
Assault with intent to Rob	9	25	34
A.W.O.L.	8	12	20
Bastardy	9	6	15
Begging	19	19	38
Bigamy	4	4	8
Breaking, Entering and Larceny	408	569	977
Buggery	10	.....	10
Burglary	4	3	7
Carnal Knowledge	5	7	12
Common Night Walker	6	1	7
Concealed Weapons	10	16	26
Conspiracy	4	7	11
Curfew Violation	2	1	3
Danger of Falling into Vice	2	3	5
Defraud	17	36	53
Disturbing the Peace	587	20	607
Drinking in Public Place	21	15	36
Driving under influence of Drugs	.....	1	1
Drunk and Disturbance	422	963	1,385
Drunken Driving	774	690	1,464
Embezzlement	27	33	60
Escape	22	10	32
Evading Fare	16	12	28
False Pretenses	51	58	109
Federal Violations	18	22	40
Fish and Game Violations	26	23	49
Forgery	169	242	411
Fornication	29	20	49
Fugitive	30	18	48
Gambling	80	50	130
Hitch-hiking	2	13	15
Idle and Disorderly	162	200	362
Illegal Sale Contraceptives	1	1	2
Immoral Shows	.....	5	5
Impersonating an Officer	.....	1	1
Incest	6	9	15
Incorrigible	18	15	33
Indecent Exposure	42	25	67
Indecent Liberties	59	65	124
Intoxication	8,032	6,404	14,436

CRIME CHART—Continued

Crime	'48-'49	'49-'50	Total
Investigation	255	220	475
Juvenile Delinquency	3	4	7
Kidnapping	10	.....	10
Larceny	666	637	1,303
Larceny from Person	2	.....	2
Larceny of Airplane	.....	1	1
Larceny of Auto	258	225	483
Lascivious Cohabitation	29	17	46
Lascivious Speech and Behavior	220	210	430
Liquor Violation	30	31	61
Loitering	29	27	56
Malicious Mischief	86	83	169
Manslaughter	20	22	42
Mayhem	.....	1	1
Military Deserter	3	.....	3
Miscellaneous	129	117	246
Motor Vehicle Violations	355	366	721
Murder	9	13	22
Narcotics	16	6	22
Night Lodger	1,142	1,664	2,806
Non-Support	193	173	366
Obscene Photos and Literature	7	2	9
Peeping Tom	5	5	10
Perjury	10	.....	10
Polygamy	3	.....	3
Prostitution	6	6	12
Rape	18	40	58
Receiving Stolen Goods	21	19	40
Resisting an Officer	16	23	39
Robbery	39	72	111
Runaway	12	16	28
Safekeeping	167	214	381
Selling Mortgaged Property	18	22	40
Sex Crimes, Miscellaneous	6	5	11
Shoplifting	6	9	15
Sodomy	21	21	42
Soliciting	6	.....	6
Smuggling	2	1	3
Suspicious Person	23	23	46
Threat	9	5	14
Truancy	15	8	23
Vagrancy	91	97	188
Violation of Parole	8	9	17
Violation of Probation	133	72	205
Violation of Selective Service	3	4	7
White Slavery	.....	2	2
Worthless Checks	18	26	44
Totals	15,760	14,750	30,510

BUREAU OF CRIMINAL INVESTIGATION

The Maine State Police, unlike so many other Departments, has not established a detective bureau, principally because of our limited manpower and policy of stressing traffic control and enforcement of motor vehicle laws. Despite this, however, one of our most important supervisory divisions is the Bureau of Criminal Investigation, under the direction of a commissioned officer who has but one assistant, a trooper.

This Bureau has concentrated its activities upon receiving complaints, requests and information from private citizens, various agencies and departments, routing and disseminating them to the proper officials. This procedure assures the complainant or informant of an impartial, factual investigation conducted in a proper and legal manner. The reports of these investigations, together with all correspondence and statements relating thereto, become a matter of permanent record in accessible and orderly files. Pertinent information relating to case histories is forwarded to the proper County Attorney for his information in resulting prosecution.

Because the recent Federal Crime Survey and attendant publicity has made the public conscious of the existence of bureaus with trained personnel, qualified and equipped to handle special matters, we have received a growing number of requests for aid and information from county and municipal authorities, Maine and foreign state departments, and private citizens. In keeping with our policy of furnishing any available information and extending all possible cooperation to all authorized officials, we have assisted and conducted many investigations of major importance during the past two years. Some of these involved numerous persons, conspiracies, mingled jurisdictions and extensive checking of records and reports, as well as lengthy interviews and interrogation of witnesses and suspects. Although weeks and months have been consumed in some cases, this practice eliminated duplication of effort, resulted in economy and increased efficiency, and still permitted the troop areas to maintain a maximum of concentration on the highways.

Special functions of the Bureau include licensing and regulating the game known as "Beano." This state-wide activity is self-

supporting as the revenue derived from issuance of licenses is more than adequate to cover the administrative expenses. We are also charged by statute with policing Agricultural Fairs and have investigators present at all pari-mutuel meets, both harness and running races. These duties are usually assigned to officers from the troop area in which the Fair or meet is being conducted. Our instructors and speakers are in demand for public appearances and by other law enforcement agencies, who thus avail themselves of the training and experience amassed by these officers.

Cooperation between law enforcement organizations has been splendid. A striking example of coordination was the successful apprehension in April, 1949, of the so-called "Green Gang," a band of safe-crackers who preyed upon six counties for nearly a year. The six sheriffs' departments, eleven municipal police departments and the State Police extended mutual cooperation and exchanged all information. Through these efforts much of the property stolen in thirty-three separate "breaks" was recovered and the various members of the "Gang" convicted and sentenced to terms in the Maine State Prison.

This Bureau employs the methods utilized by Federal agencies and the best State and metropolitan departments. The two officers assigned have had specialized training in investigative and administrative practices and, together with several field officers, are Fellows of the Harvard Associates of Police Science. The Fellowship is awarded upon satisfactory completion of a seminar at the Harvard School of Legal Medicine, conducted periodically by Captain Frances G. Lee, and stressing proper investigative procedures in cases involving violent death.

Our crime tabulations are indicative of the general trend. During the 1948-49 period we noted a decrease in the violations reported and the investigations instituted. The 1949-50 period, particularly the last six months, brought a sharp rise, until our average and total figures exceed those of our previous biennium.

These indications, considered with general world conditions and the presence of subversive elements, lead us to expect a continued rise in demands upon this branch of the Department of State Police during the coming biennium. Organized crime, par-

ticularly that involving gambling and "rackets" is again increasing. For the welfare of our citizens, our state and our nation we shall continue to extend to the military forces, the Federal Bureau of Investigation and other federal agencies, and all other law enforcement departments, the same cooperation and liaison we have in the past.

CRIMINAL LAW VIOLATIONS

	Fiscal Years 1948–49	1949–50
Accessory before the fact	3	2
Accessory after the fact	2	2
Adultery	3	4
Affray	5	9
Arson	1	1
Assault and battery	34	49
Assault on an officer	4	1
Behavior, lascivious	2	2
Breaking, entering and larceny	76	34
Checks, insufficient funds	6	6
Cohabitation, lascivious	3	1
Conspiracy		2
Disturbing the peace	2	
Embezzlement	4	
Escaped prisoner	4	1
Exposure of person, lascivious	10	3
False pretenses, cheating by	5	9
Forgery and uttering	27	16
Fornication	2	
Fugitive from Justice	16	10
Gambling	32	30
Idle and disorderly person		1
Indecent liberties	5	
Intoxication	412	440
Larceny	138	149
Liquor, illegal sale of	1	7
Malicious mischief	28	9
Manslaughter	15	13
Miscellaneous	170	115
Mortgaged property, selling of	2	5
Murder	5	
Non-support	19	7
Nuisance		2
Obstructing an officer	3	3
Officer, impersonation of		1
Rape	7	3
Receiving and concealing stolen goods	1	3
Robbery	5	14
Runaway	1	1
Sodomy	2	1
Vagrancy	1	5
Vexation, wilful	2	
Weapons, carrying concealed	1	2
Violation of public drinking law	78	98
AWOL		1
Totals	1,137	1,062

CASE RECORDS

Complaints received and acted upon	1948–49	1949–50
Headquarters	1,158	877
Troop A	173	132
Troop B	563	472
Troop C	407	627
Troop D	257	202
Troop E	450	416
Troop F	375	255

COMMUNICATIONS

The 1946-48 Biennial Report was rendered while our application to the Federal Communications Commission for a construction permit to erect a mountain-top repeater-talk-back installation on Club House Hill in Lucerne, on the Brewer to Ellsworth Road, was pending. We proposed the use of a 250-watt transmitter on our main frequency of 39.9 megacycles and 50 watts for the repeater-talk-back using 154.65 megacycles. Our application was approved and returned in sufficient time to allow the erection of a seventy-five foot steel tower as the supporting structure for the vertical coaxial type FM antenna, and the building of a ten feet by ten feet concrete transmitter house before the winter became too severe. The equipment was delivered on schedule, installed with the assistance of Motorola field engineers, and placed in operation approximately the first of January, 1949. This installation has given excellent coverage except for the eastern part of Washington County. As we predicted, a repeater station was necessary before complete coverage could be obtained.

After surveys during the summer of 1949 to determine a suitable location for this repeater station, we finally settled on Gates Hill in the town of Carroll, approximately twenty-five miles east of Lincoln on route 16. Application for a construction permit was made to the Federal Communications Commission requesting utilization of a 250-watt transmitter on 39.9 megacycles to be controlled by the same high-frequency transmitter being used to control the transmitter at the Lucerne installation, but with the repeater-talk-back to be in the 72-76 megacycle band. This latter frequency was selected as one least likely to interfere with

our other control frequencies, and to enable the dispatcher at Orono Barracks to determine from which station the communication was being received.

The Commission's approval of our application was received too late in the year to permit our commencing construction. Work was started soon after frost was out the following spring, however, and the ten by ten foot concrete building was completed on June 30, 1950.

As soon as the 125-foot steel tower is received it will be erected with the half-wave coaxial antenna attached to the top, using a 152-megacycle Isoplane antenna to receive the control frequency from Orono and a three-element two-bay directional array on 73.3 megacycles for repeater-talk-back operation, both being attached at appropriate heights along the side of the tower. We expect this station to be in operation late in August, and it should give us excellent coverage, enabling the Troop E barracks to keep in constant touch with their mobile units throughout the greater part of Washington County. This transmitter will also provide a perfect tie-in with our Houlton Barracks. Consideration is being given to the installation of a selective calling system at Orono Barracks which would enable the operator to select either the Carroll or Lucerne transmitter at his discretion, thereby decreasing interference with other stations. An installation of this type would cost approximately $700.00.

The installation at Troop "C" Headquarters, located in the basement of the County Court House in Skowhegan, is of a temporary nature to serve until funds could be made available for a mountain-top installation. Surveys were conducted and a location selected that promised excellent results, but difficulties were experienced in obtaining a lease so the project was abandoned and a new survey conducted. Eaton Hill, on the farm of Mr. John Olsen in Skowhegan, promises excellent coverage and was settled on as the next best location. An application for a construction permit has been made to the Federal Communications Commission and unless something unforeseen occurs should be approved and returned in time for the construction to be completed before the end of the 1950 calendar year. Part of the

equipment has already been received and the factory assures us of early delivery of the balance.

A transmitter operating on 74.58 megacycles with associated receiver on 73.3 megacycles was installed in our Augusta Headquarters building by State Police personnel during the winter of 1948-49. By using a stacked directional array we were able to obtain control of the 250-watt transmitter on Ossipee Mountain and to receive signals from the high-frequency repeater transmitter at that site. Our department installed a receiver on Ossipee on the New Hampshire State Police frequency and they installed one on our frequency. By installing a Selective Calling system at Augusta and Concord, the two states are able to enjoy two-way communication at will, but without being bothered by each other's traffic. This system is giving excellent results and is very valuable to us as we have a great deal of traffic with out-of-state agencies, which is now given direct to Concord who in turn sends it out over their police teletype network or radio, whichever is most expedient. All incoming traffic for us is given directly from Concord by use of the Selective Call.

Upon completion of the sub-station at the end of the Carlton Bridge in Woolwich, the 50-watt portable-mobile unit was reinstalled at the new location with some improvements being incorporated to insure coverage adequate for the needs and providing direct communication with the Thomaston Barracks, Augusta Headquarters and the mobile units in that area.

A recent regulation of the Federal Communications Commission requires every user of two-way radio equipment to provide a means of measuring the percentage of deviation due to modulation in addition to the required frequency measurements. This necessitated the purchase of an additional piece of equipment for each of the three frequency bands at a cost of $440.00 each. The same ruling required that all transmitters in the emergency service have installed in them a means of controlling deviation due to modulation. This required the purchase of twenty-five Instantaneous Deviation Control units for fixed-stations at $25.00 each and fifty units for mobile installation at $12.50 each.

Since our last Biennial Report fifty-one additional mobile units have been installed, bringing our total to one hundred twenty-

seven, which provides every trooper on patrol, all commissioned and non-commissioned officers, and the radio technicians with two-way communication. All fixed-station Instantaneous Deviation Control units have been installed and the mobile units are being equipped as the work load permits and the cruisers are available.

During the summer of 1949 this Department procured a surplus Government truck which has been converted into an Emergency Unit and kept at the Augusta Headquarters ready for immediate use. A 50-watt mobile transmitter and receiver was installed, using a one KVA gasoline operated AC Army-surplus generator for power. A regular mobile whip antenna was installed on the top of the truck for convenience, but in addition thereto a quarter-wave coaxial antenna was obtained. By using pipe sections this antenna can be run thirty feet into the air and guyed when greater coverage is desired. The truck is also equipped with three powerful floodlights for use with the AC generator, grappling irons for dragging operations, and other equipment which can be used to cope with most emergencies. This piece of equipment has been a valuable addition to our emergency service.

With nine fixed stations and one hundred twenty-seven mobile units our traffic has increased to the point where it is difficult to handle. Consideration is being given to conversion to two-frequency operation by installing crystals and other parts which will cost approximately seven thousand dollars.

We sincerely believe that before we can consider our communications system complete, we must install generators at each transmitter site. Those at the Barracks can be of the manual starting type to be placed in operation by the dispatcher on duty, but the mountain-top generators must be of the automatic self-starting type. Although power failure is infrequent an enemy attack or major disaster could seriously handicap the State Police by interfering with the communications system. We have already acquired two five-KVA Army-surplus generators, which are installed at the Augusta Headquarters and the Troop F Barracks in Houlton, where power failure occurred more frequently than at other installations throughout the state, especially dur-

ing the winter months. Such a project would cost over twenty-five thousand dollars.

Our communications system is one of our greatest assets in law enforcement and has progressed to the point where it can be considered one of the best in our Nation. This is a real tribute to the foresight and cooperation of everyone who made this possible.

TRAINING

The complexities and constant changes in modern law enforcement require continual training in order that the officer may maintain a peak of efficiency equal to his rapidly increasing responsibilities. We are continuing to provide that knowledge, not only for recruits, but throughout the time an officer serves.

The expense of maintaining regular in-service schools for the experienced officer and the heavy work-load we are required to carry has made it impossible for us to provide that form of instruction during the last two years. We have continued to disseminate new information and rulings through bulletins, law sheets, memoranda and excerpts from commissioned officers' meetings. A monthly meeting of each troop gives every officer an opportunity to present his problems and questions for discussion and to hear a speaker upon some pertinent phase of his work. At best, however, these are poor substitutes for schools and we plan to hold regular sessions when we can do so without seriously impairing our efficiency of the highway.

Throughout the nation more officers are being killed and wounded in the line of duty, many of them because they lack proper instruction in the use of their weapons. To provide ourselves with the maximum protection, we have laid more emphasis on firearms training and practice than in the past. During 1949 every officer fired the Practical Pistol Course under the observation of qualified instructors, and we shall continue practice and qualification with every weapon we may be called upon to use.

Our policy of availing ourselves of the facilities of leading universities and other departments has remained unchanged. During the past biennium we sent officers to Northwestern University Traffic Institute, the Harvard School of Legal Medicine and to a seminar at Yale University. The training these officers receive is valuable in the field; in training schools, both recruit and in-service; and in speaking engagements and instructions furnished other agencies upon request.

Although we choose only the outstanding candidates for enlistment, insisting that our recruits measure up to the highest standards, they still lack the knowledge of their work and their equipment that will enable them to successfully perform the duties to which they are assigned. There is just one way to efficiently provide new officers with that knowledge and that is training.

On January 9, 1950 the Eleventh Session of the Maine State Police Training School was convened at Camp Keyes, Augusta, with the enlistment of twenty-one recruits. Four troopers with previous service, two dispatchers and five officers from the police departments in Augusta, Brunswick and Auburn joined the recruits to form a class of thirty-two.

The instructors assigned to duty at the Training School were carefully chosen men with a high quotient of leadership, a thorough knowledge of their subjects, and that peculiar ability to impart their own knowledge to others. We find the selection of instructors more difficult than recruits, but once located, they are available for duty at succeeding sessions. The Director is a graduate of the Federal Bureau of Investigation Academy, the Assistant Director is a Fellow of the Harvard Associates of Police Science, the Sergeant who headed the traffic courses graduated from the Northwestern University Traffic Institute, and all other instructors attended the Maine State Police Training School and acquired advanced training through in-service classes and by their own initiative.

School hours are long, with reveille at 6:30, calisthenics and policing quarters followed by breakfast at 7:30. Morning classes ran from 8:30 to noon with ten-minute "breaks" each hour, un-

less both instructor and trainees forgot how fast time had passed. The same procedure was followed after lunch, beginning at 1:30 and continuing to 5:30, with supper at 6:00. Evening classes or lectures began at 7:00 and continued to 9:00 or 10:00 with taps at 11:00. Leave was granted every other week end, with time off for church and an evening off on the Sunday the men remained in camp.

Two problems presented themselves. The first was easily solved by obtaining the services of a caterer who prepared and served the meals on the premises. A detail of recruits was assigned to him each week for "kitchen police." The second, of heating the buildings in the winter, was not so easily disposed of, but men were assigned to stoking details in the barracks used as sleeping quarters, and automatic oil heat in the classroom made it possible for the classes to run as scheduled except for periods of mechanical failure.

Rank was awarded on four salient points; discipline, notebooks, daily work and final examinations. One mark below standard was cause for dismissal, but the success of the program was demonstrated by every man completing with a better than satisfactory rank. One college graduate termed the course and final examination the "toughest" he had ever encountered.

Extreme care must be used in the selection, arrangement and presentation of subject matter when the working days are so long and a large number of subjects are given. The curriculum must not only be all-inclusive, but must keep the pitch of interest high. All four mediums of teaching were employed: (1) Information, (2) Illustration, (3) Demonstration and (4) Practical Application. We estimated that one hour of classwork required four hours of preparation by the instructor.

No State Police Department, officer or school can be successful without an "esprit de corps." We develop ours early with short histories of the Origin, Development and Growth of Police and State Police in general, emphasizing that of our own Department. We soon find displays of that vital pride in their organization.

We consider certain subjects as a group and teach them in such a manner as to show their inter-dependence. Under the general

heading of Arrests and Court Work, we find Rights of Personal Liberties, Powers and Duties of State Police, Complaints and Warrants, The Officer in Court, Rules of Evidence, The Uniform Act on Fresh Pursuit, and the Uniform Criminal Extradition Act.

Today nearly everyone is on our highways, whether as driver, passenger or pedestrian, and nearly every minute they are upon our roads they are potential victims of automobile disaster. Our most important field, then, and that to which we devote the most time includes everything to do with the Motor Vehicle. We begin by teaching our men how to drive by a study of written material with examinations preceding and succeeding, then with psychophysical examinations, skill tests and actual training, completing the entire course of Driver Education and Training. Our low accident rate with many miles of driving under hazardous conditions proves the value of this study. Also included in this general field are Motor Vehicle Law, Traffic Control and Safety, Techniques of Patrol and Accident Investigation. The last features one simulated collision, one hit-and-run accident, and one investigation of a real highway mishap under the direction and observation of an instructor and the trooper on whose patrol it occurred.

The widest diversity of subjects, including many of value in highway patrol as well, is found in the Criminal Field. Beginning with Criminal Law for the Police Officer, including definitions and elements of various crimes and the applicable Law Court decisions, we continue with Introduction to the Laboratory; Laboratory Technician, with lectures by our own specialists; Police and the Medical Examiner; Technique at the Scene; General Principles and Techniques of Investigation; Interviewing Witnesses; Technique of Criminal Interrogation; Admissions and Confessions; Motive; Collection, Preservation and Transportation of Evidence; Sex and Crime; Homicide Investigation; Description and Portrait Parle; and Surveillance.

There are a number of important, but miscellaneous courses, including First Aid, Communications, Self-Defense, Records and Report Writing, Civil Disturbances and Disaster. Also in this

classification we find three of the most important subjects we teach—Public Relations, Public Speaking and Firearms Training.

Public Relations is not only a classroom course, but throughout the training period every recruit is under careful observation. We forcibly bring to each a full realization of the importance of this specific part of his work. Although the subject had been part of the curriculum for a long while, our method of combining observation and instruction was new and developed by the staff. We were proud of its success as demonstrated by the many contacts the graduates of this last Session have made.

Public Speaking seems to be an unusual course for a police officer, but one we find extremely valuable. Not only do we locate good speakers in each group, who can be assigned to public engagements, but it leads to a more efficient application of the techniques learned in other courses with noticeable improvement in court room work and appearance.

The value of Firearms Training has been set forth in a preceding paragraph. That given the recruits consists of practice and qualification on the Practical Pistol Course, evolved by the Federal Bureau of Investigation, and included in the subjects each agent is taught.

Special guest speakers from other organizations and departments lectured upon various related subjects throughout the period. Every such lecturer was a specialist in his own subject and thereby imparted knowledge that the recruits would have been years gaining by experience. These special lectures were very inclusive, as will be evidenced by that of a local physician whose subject was "Obstetrics for the Police Officer."

Lieutenant Joseph Walker, chemist connected with the Massachusetts State Police, and one of the most noted men in his line, and two prominent pathologists associated with the Harvard School of Legal Medicine spent a whole day on technical subjects. Medical examiners from Kennebec County and interested law enforcement officials were guests of the Training School for this event.

Arrangements were made with the Criminal Investigation Division, United States Army, which resulted in their showing ex-

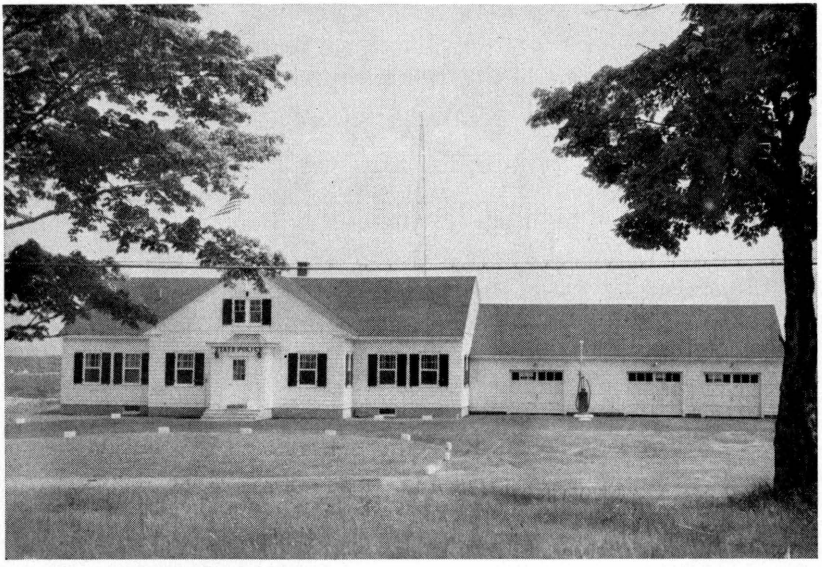
ceptionally fine motion pictures dealing with various phases of enforcement activities. These visual aids are most effective, particularly when supplementing earlier lectures.

The Federal Bureau of Investigation assigned one of their best-qualified agents, who lectured two days on new modes of operation and emphasized many points that had previously been covered. His skillful utilization of lectures, slides, photographs and motion pictures illustrated every phase of investigation and interrogation. On his third day a complete crime scene was set up depicting unlawful entry into a building and safe. Trainees investigated the crime, arrested two men and subsequently tried them before their own Superior Court and jury, who promptly found them guilty. The whole investigation and trial was then analyzed by the agent and instructors who illustrated and recommended procedures and reviewed the various errors and omissions.

These simulated problems; one day assigned to a truck-weighing detail; a half-day checking operators, vehicles and equipment; and a week end of actual patrol with selected troopers supplied the practical experience. We believe that this curriculum provides a new officer with as well-rounded a background as it is possible to furnish in a ten-week period.

On March 18, 1950 a simple ceremony marked the completion of this milestone in the history of our Training School, when His Excellency Frederick G. Payne, Governor of Maine, awarded thirty-two certificates of graduation to the successful trainees and they were assigned duty stations.

Each session of our program shows marked improvement over that preceding, reflecting itself in the steadily ascending standards of our Department and those other agencies that avail themselves of this facility. We are continually working for the achievement of the professional status that will be the public recognition of the faithful and efficient service given them by their police.



Orono Barracks, Headquarters, Troop E

BUILDINGS

In June, 1950 the acceptance and formal dedication of a new State Police Barracks at Orono marked the completion of a building that has been most urgently needed. This $48,000 project was authorized by the Ninety-Fourth Legislature and designed by Mr. Irving Russell, Superintendent of Buildings, to harmonize with its surroundings. It is located about six miles from Bangor on U. S. Route 2, the major artery to northern Maine, and provides suitable office space, living quarters, radio workshop and two-car garage, all of which are furnished with modern equipment adequate for the functions to be performed by Troop E.

The only troop of the Department still housed in temporary quarters is Troop C. These offices are located in the County Court House Annex, Skowhegan, and were provided by Somerset County.

Our most urgent need for expansion at this time is the State Police Headquarters at 66 Hospital Street, Augusta. This build-

ing, which was built in 1941, does not provide adequate office, filing or storage space for the various divisions and bureaus which occupy it. We have been forced to utilize storage space outside of Headquarters, which is not suitable for valuable records that should be safeguarded.

Only the first floor of the State Police Garage at Camp Keyes, Augusta, can now be used. A number of years ago the building was reported unsafe for occupancy by the Superintendent of Buildings, but by discontinuing use of the second floor and making periodic temporary repairs, we have managed to utilize it. Neither work nor storage space is adequate, however.

PERSONNEL

The value of any organization cannot exceed that of its combined personnel. The various statistics contained elsewhere in this report will give you a good idea of our activities. We are particularly proud of these figures when it is considered that the Department of State Police is a relatively small organization with a total of one hundred seventy-two men and women on our payroll, of whom one hundred thirty are enlisted enforcement officers.

Although at first glance it would appear that the ratio between enlisted and civilian personnel is out of proportion, the balance is the result of a survey in 1941 to determine which positions could be filled by non-officer employees. This procedure was not only less expensive, but released a group of officers for police work, who had previously been functioning in clerical and administrative positions.

We have combined supervision of finances and the civilian employees into one man, known as the Departmental Business Manager. This qualified accountant maintains proper financial records, eliminates duplication and waste, and generally supervises all civilian personnel. This latter procedure has proved more desirable as our commissioned and non-commissioned officers are accustomed to discipline under Departmental Rules and Regu-

lations. This policy has also enabled administrative officers to devote a maximum of their time to supervision directly connected with enforcement.

We now employ twenty clerks, five of whom are connected with the Student Fingerprinting Program set up by statute. Five others are specialists, classifying, filing and searching prints submitted in connection with criminal cases. Of the remaining ten, three assemble and file accident statistics, two record and file case reports, one assists the Departmental Business Manager, three stenographers do miscellaneous office work, and one combines the functions of stock clerk with recording transactions connected with maintenance of vehicular equipment.

Two radio technicians attached to the Communications Division are stationed at Scarboro and Houlton. They are responsible to the Chief Radio Engineer for the proper operation, maintenance and service of all fixed and mobile communications equipment in their areas. Even if desirable, it would be difficult to replace these men from our enlisted ranks due to the technical qualifications and skill required.

Eleven dispatchers work eight-hour shifts at the seven radio stations handling radio and telephone traffic, receiving and recording complaints and bulletins, and performing the various other duties connected with the operation of a barracks. Besides the substantial saving in pay, allowances and equipment, eleven troopers are engaged in enforcement who would otherwise be assigned to desk duty. Forty-eight hours each week these dispatchers fill a position of great responsibility to the Department, the individual officers and the general public. We cannot praise their steadfast devotion to duty too highly.

Our vehicular equipment is maintained by five mechanics, two attached to the Garage at Augusta, and one each at Barracks in West Scarboro, Orono and Houlton. The condition of our fleet is largely due to the mechanical qualifications and ability of these men, and the annual savings effected by eliminating high labor costs in local garages and the extended time off patrol that would result from mechanical failure is far larger than their salaries.

Janitors are employed for the new buildings at Orono and West Scarboro. This practice results in a commendable neatness and cleanliness, and we anticipate substantial savings on future repairs.

The Chief of State Police, Deputy Chief, three Captains, six Lieutenants, twelve Sergeants and one hundred seven Troopers comprise the enlisted strength of one hundred thirty men. At the end of the fiscal year there were no vacancies. Two Captains and four Lieutenants command troop areas. One Captain is assigned as Maintenance and Supply Officer, with Lieutenants supervising the State Bureau of Identification and directing the Bureau of Criminal Investigation. Nine Sergeants are patrol supervisors, one is Chief Radio Engineer, one assigned as Director of Traffic and Safety and the last is an expert technician assigned to the State Bureau of Identification. Four troopers are assigned to the Headquarters' Staff, the Chief Dispatcher, a radio technician, one to the Bureau of Criminal Investigation and the fourth to administrative work of all kinds. Three troopers are on special assignment to other departments, the Public Utilities Commission, the Bureau of Taxation and the Executive Department. The remaining one hundred troopers are on field duty.

This does not mean, however, that we have one hundred troopers on patrol every day. In order to maintain maximum efficiency, the officer must have one day off each week and is also entitled to two weeks of paid vacation a year. With three eight-hour desk shifts at seven stations and only eleven dispatchers, who also have a day off each week, it is necessary to assign ten to twelve officers daily to dispatching duties. Without considering sick leave, injuries or special duty, it is thus apparent that twenty-eight troopers are not on general enforcement daily.

We have long been aware of this situation and continually examine and survey our set-up and activities for remedies. Comparison of personnel and ranks in similar departments indicates that we have been very conservative in appointing commissioned and non-commissioned personnel. Multiple functions have been assigned to our commissioned officers and positions of responsibility normally assigned to captains and lieutenants are filled

by sergeants, troopers and even dispatchers. Patrol supervision is at the rate of one non-com per ten officers, while the recommended ratio is one to six. We are not wasting manpower by unreasonable promotion.

Although we cannot control sickness or injury, we do regulate our days off and vacations to some extent. Vacations are prohibited during the summer months when traffic is at a peak, and days off are cancelled over the principal holidays. Future changes in these policies will depend on the results of discussions and surveys now in progress. We know that each area has problems of its own and that patrol needs vary. We are sure that concentration of personnel will reduce the accident toll, but have not yet been able to determine what effect the later absence of officers on make-up days off may have.

Sending the so-called "Flying Squadrons" into areas with high-accident frequency is of unquestionable value. It does, however, have some disadvantages, such as the absence of troopers from their regular patrols, the backlog of work awaiting them on their return, and their unfamiliarity with the area to which temporarily assigned.

In order to maintain the maximum of efficiency we concentrate upon highway patrol, but it is not always possible for us to turn all criminal investigations over to local police and sheriffs' departments, and in other instances we are glad to extend cooperation and assistance. These services, together with many others, such as investigations for other state departments, policing agricultural fairs, military escorts and convoys tend to create a continual shortage of manpower, often during the periods when traffic is heaviest.

The report of our activities is one that we feel will measure up with any comparable department in the country. This record could only be possible with the very highest type of employees, and we point to the method of choosing them as outlined in our report for the period 1944-46, which has been revised only slightly. As our personnel standards rise our efficiency and effectiveness will continue to rise. We shall continue to use and modify the methods that insure our enlisting and hiring only the best applicants.

MAINTENANCE AND SUPPLY

The Maintenance and Supply Division is under the supervision of a commissioned officer of the Headquarters' Staff, who is charged with acquiring and maintaining motor vehicular and uniform supplies and equipment, and keeping adequate records. The personnel attached thereto consists of one part-time stock clerk and five mechanics, three of whom are assigned to duty at field stations.

Uniform equipment, with the exception of firearms, is requisitioned by this Division through channels and issued to the individual officers upon receipt. Suitable records are maintained to indicate the amount of equipment issued to each officer, the frequency of replacement, and notations to show the condition. With the exception of cleaning and pressing, all property of this type is maintained by the Department. In 1948-49 we spent $16,938.55 for clothing, and in 1949-50 $15,519.75.

Vehicles are procured by requisition and disposed of through the channels provided by the Bureau of Purchases. On July 1, 1948 we had 127 cruisers, 1 truck, 10 motorcycles and 4 sidecars. During the two-year period we expended $45,488.21, trading old vehicles and adding new units. On June 30, 1950 our rolling stock consisted of 141 cruisers, 1 pick-up truck, 1 emergency unit on command car chassis, 10 motorcycles and 4 sidecars. Contrary to public opinion, with the exception of two special cruisers operating on the Maine Turnpike, all our automobiles are stock models from the low-price field. Satisfactory service from this type of equipment is conditioned upon the operator's ability and top maintenance.

The old saw "A workman is as good as his tools" is particularly true of the police officer, and his cruiser is the most used piece of equipment he has. The condition of his vehicle not only determines his efficiency and effectiveness, but materially affects his personal safety. Our low accident rate under adverse conditions is a tribute to the able workmanship and personal interest displayed by our mechanics.

During the fiscal year 1948-49 our vehicles travelled 3,317,504 miles at an expense of $82,138.28, less salaries and depreciation.

During the second year we travelled 3,693,546 miles at a total expense of $101,252.92. The higher figure for the latter period was due in part to the increased number of mobile units, and in part to increased cost of supplies and repair parts. Our mechanics annually install over $20,000 worth of repair parts.

We maintain a stockroom at our Garage in Augusta, which is the central distribution center for tires, tubes, batteries and all other automotive and motorcycle parts. By keeping these supplies on hand we alleviate the necessity of mechanics leaving their work to procure them, obtain better discounts, and have the added advantage of having materials on hand for emergency repairs when distributing agencies are normally closed.

The branch garages at Houlton, West Scarboro and Orono with one mechanic at each are proving very successful, eliminating long trips for major repairs and reducing the number of minor jobs formerly handled by local garages in the field. Of great importance to the department, has been the corresponding decrease in loss of patrol time. Officers in the vicinity of these three branches can now bring their cruisers to the barracks, pick up a spare car and continue work while their vehicles are being repaired.

In this field of endeavour, as in all others, changing times and new problems require alterations in equipment and methods. Our aim of giving the State of Maine the best law enforcement possible requires flexibility in the policies of the Division of Maintenance and Supply, as well as others. Our ability to operate efficiently is a result of the fine cooperation extended by the Executive Department and Council and the Bureau of Purchases.

FINANCIAL STATEMENT

1948-1949

Appropriation from Highway		$542,413.00
Appropriation from General Fund		58,265.49
Appropriation from General Fund (School)		11,640.00
Balance carried Forward		9,871.62
Sale of Old Tires and Miscellaneous Income		2,313.24
		$624,503.35
Salaries	$357,719.65	
Pension	25,373.43	
*Maintenance	222,998.02	
		606,091.10
		$18,412.25
Carried forward 1949-1950	900.00	
Lapsed to General Fund	3,705.30	
Lapsed to Highway Fund	13,806.95	
		18,412.25
*General Operating Expenses	8,735.99	
Miscellaneous Fees and Special Service	2,017.31	
Buildings and Improvements	834.60	
Disability Compensation	904.00	
Printing and Binding	4,576.86	
Departmental Supplies	3,646.80	
		20,715.56
Clothing	16,938.55	16,938.55
Equipment		
Communication	21,533.74	
Transportation	383.14	
Garage	609.52	
Office	10,634.56	
		33,160.96
Fuel	4,224.60	4,224.60
Operating of State Cars	88,913.59	88,913.59
Rents	107.53	107.53
Repairs and Material	14,928.19	14,928.19
Telephone Tolls and Services	16,075.30	16,075.30
Traveling Expenses	25,040.84	25,040.84
Utility Services	2,892.90	2,892.90
		$222,998.02

FINANCIAL STATEMENT

1949-1950

Appropriation from Highway		$661,300.00
Appropriation from General Fund		74,397.18
Appropriation from General Fund—Orono Barracks		50,000.00
Appropriation from General Fund—Fingerprinting of Schools		11,150.00
Transfer from Highway Surplus—Temp. Salary Increase		49,754.00
Balance carried Forward		924.47
Total available		$847,525.65
Salaries	$429,082.79	
Pension	40,637.72	
*Maintenance	325,613.43	
		795,333.94
		$52,191.71
Carried forward 1949-1950	19,395.49	
Lapsed to General Fund	5,587.13	
Lapsed to Highway Fund	27,209.09	
	52,191.71	52,191.71

***General Operating Expenses**	9,454.23	
Accounting Services	3,317.58	
Mis. Fees and Spec. Services	2,389.20	
Buildings and Improvements	35,947.27	
Disability Compensation	1,116.03	
Printing and Binding	478.15	
Departmental Supplies	7,065.94	
		59,768.40
Clothing	15,519.75	15,519.75
Equipment		
Communication Equipment	14,319.24	
Garage Equipment	11,225.13	
Loadometers	7,800.00	
Transportation	45,105.07	
		78,449.44
Fuel	2,699.08	2,699.08
Grants to Public and Private Organizations	995.21	995.21
Insurance	1,288.94	1,288.94
Operations of State Cars	101,252.92	101,252.92
Rents	31.00	31.00
Repairs and Material	11,438.30	11,438.30
Telephone Tolls and Service	11,516.82	11,516.82
Traveling Expenses	34,922.75	34,922.75
Utility Services	7,730.82	7,730.82
		$325,613.43

CONCLUSION

We cannot conclude this report without expressing our earnest appreciation of the interest and support that have enabled us to progress during the past two years. Governor Frederick G. Payne and the Executive Council have given us complete and unfailing support while demonstrating their sincere desire for honest, intelligent law enforcement. The Superior Courts, Legislature, various Federal agencies, state departments, county attorneys, judges, sheriffs and municipal authorities have extended the cooperation that guarantees success in our field of endeavour. Above all, I want to thank the general public for their faith and confidence in the Maine State Police, without which we could do little, but with which we have been able to do so much.

The entire personnel of the Department of State Police joins me in promising that we shall continue to give the best police service possible, disbursing our appropriations economically and conservatively. We will stand to and abide by our oath and the

Trooper's Pledge

"Recognizing the responsibilities entrusted to me as a member of the Maine State Police, an organization dedicated to the preservation of property and human life, I pledge myself to perform my duties honestly and faithfully to the best of my ability and without fear, favor or prejudices.

"I will aid those in danger or distress, and will strive always to make my state and my country a safer place in which to live. I will wage unceasing war against crime in all its forms, and will consider no sacrifice too great in the performance of my duty.

"I will obey the laws of the United States of America and of the State of Maine, and will support and defend their constitutions against all enemies whomsoever, foreign or domestic. I will always be loyal to and uphold the honor of my organization, my state and my country."