

MAINE STATE LEGISLATURE

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MAINE PUBLIC DOCUMENTS

1950-51

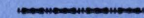
(in three volumes)

VOLUME II

MAINE
STATE POLICE

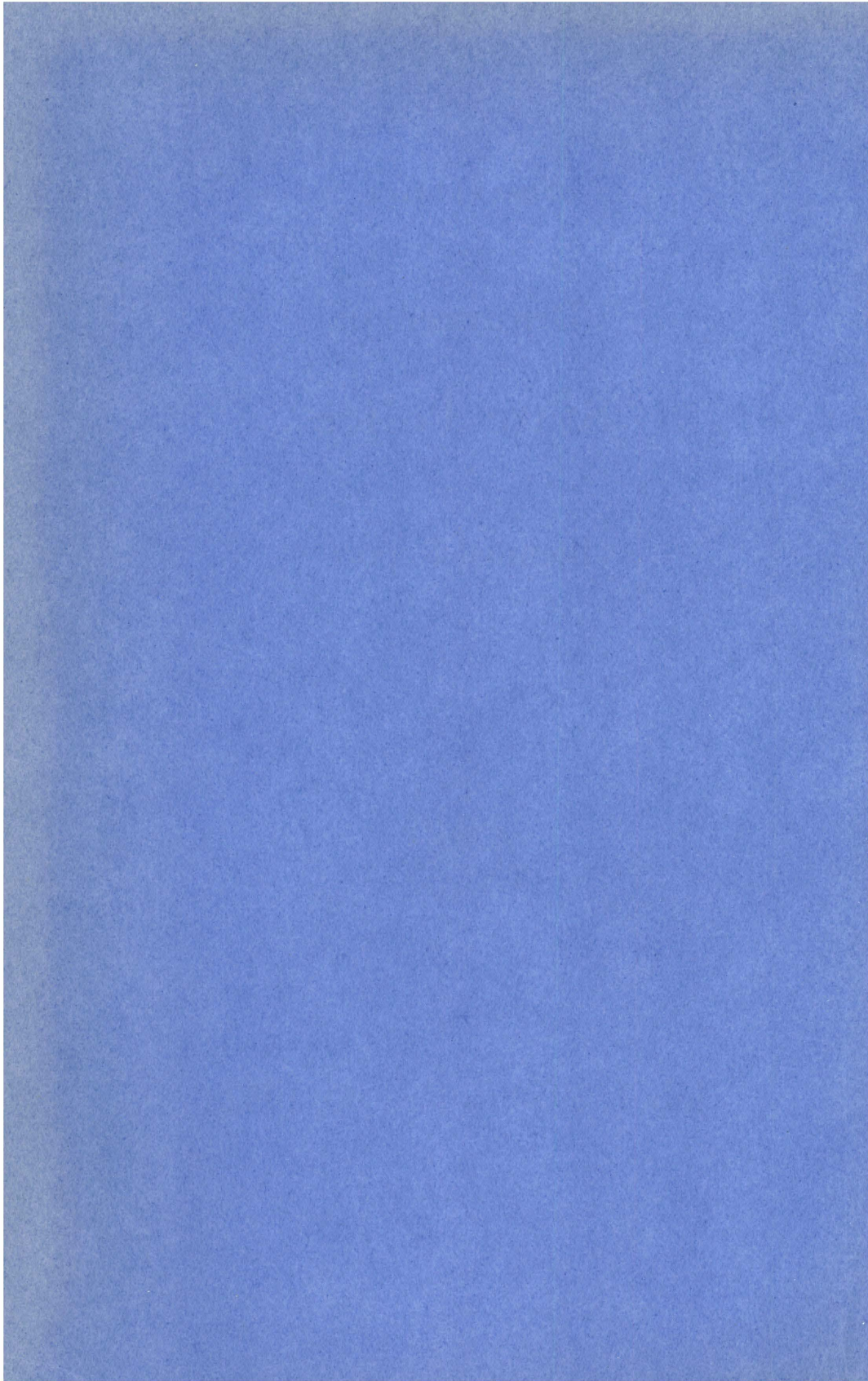


BIENNIAL REPORT



AUGUSTA

1950 - - - - 1952



State of Maine

Department of
State Police

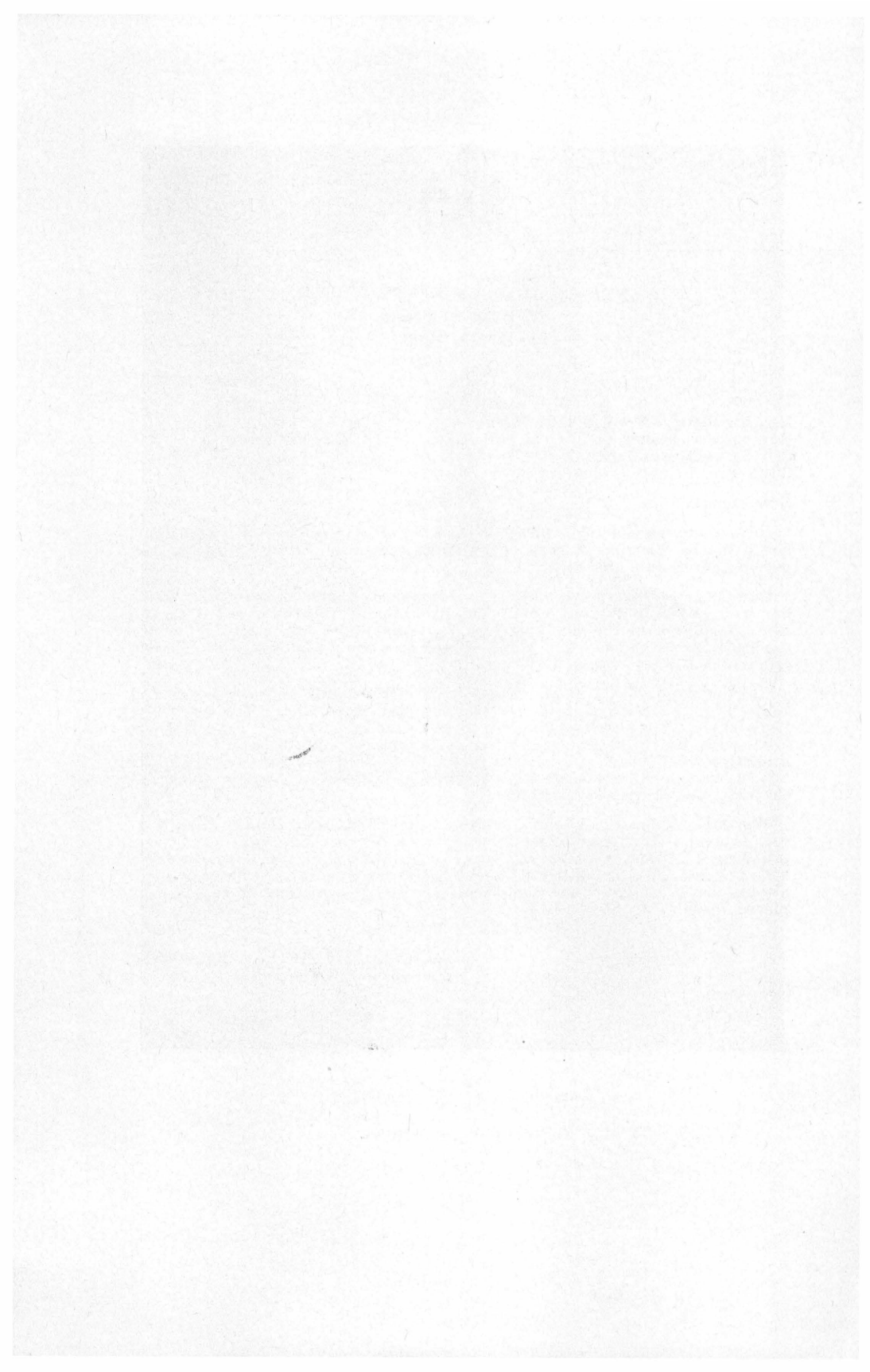
Biennial Report



July 1, 1950 to June 30, 1952



FREDERICK G. PAYNE
GOVERNOR OF MAINE





DEPARTMENT OF STATE POLICE
66 Hospital Street
Augusta, Maine

July 1, 1952

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

Gentlemen:

It is a privilege and an honor to again have the opportunity to submit herewith the Biennial Report of the Department of State Police for the period ending June 30, 1952.

Our past two years have been among the most successful this Department has ever known. We may point with pride to the records attained by the State of Maine in the fields of highway safety and the control of crime during a period when the United States saw both highway disaster and criminal activities mount alarmingly.

Our success is in no small measure the direct result of the interest and support of Your Excellency, the Executive Council and the Ninety-fifth Legislature. Your understanding, consideration and foresight have met our needs in every way and stimulated us to greater achievement. The personnel, both enlisted and civilian, of this Department have shown their appreciation by the courageous and loyal attentiveness to duty which has characterized their every effort.

We shall continue to administer the affairs of the State Police in an honest, able and courteous manner, realizing that you are cognizant of our problems and that we may rely upon your assistance and cooperation in solving them. We are dedicated to live and work in such a way that we will always merit the trust and confidence you and the citizens of Maine have placed in us.

Respectfully submitted,

COLONEL FRANCIS J. McCABE,
Chief, Maine State Police



COLONEL FRANCIS J. MCCABE
CHIEF

MAINE

*You're just a rugged home-spun State
Perched on the Nation's edge,
A stretch of woods, of fields and lakes,
Of ocean-pounded ledge.*

*But rugged deeds and rugged men
You've nurtured for your own ---
Much good the world has harvested
From broadcast seeds you've sown.*

*And so we love you, rugged State;
We love your smiling skies,
We love you for your deep-piled snows,
Your jagged coast we prize.*

*We love you for the lofty seat
You've reared 'neath Heaven's dome,
But best of all, we love you, Maine,
Because you're Maine --- and Home!*

LESTER MELCHER HART

Maine State Police Headquarters

AUGUSTA, MAINE

July Second, A.D. One Thousand Nine Hundred Fifty-One

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

Trooper Leland Ford

TROOP "A"

MAINE STATE POLICE

June 23, 1951

WHEREAS, We desire to make some fitting expression of sympathy to those, who like ourselves, are bereaved by his passing, and to make public acknowledgment of the great loss sustained by the State of Maine and the Maine State Police Department in the death of this soldier of State; and

WHEREAS, During twenty years, eleven months and eight days of service with our Department he earned a reputation of honest, efficient and courageous law enforcement; a true friend, performing his duties even unto the end, faithful to the tradition of the organization that is proud that he was a part of it; Therefore be it

RESOLVED, That expression be made in lasting form of our sympathy to his Widow, Eva Ford and Velmore, their only child; and it is ordered that his service record be closed with the inscription: "Died June 23, 1951 while yet an active Member"; be it

FURTHER RESOLVED, That a copy of this Resolution be given his Widow and Son and to each member of the State Police Department.

COLONEL FRANCIS J. McCABE,
Chief, Maine State Police

FOREWORD

With the passing of another two years, we again have the very pleasant duty of submitting this report of our activities, achievements and problems. Throughout the nation this period has been a trying one for all officials, particularly those connected with law enforcement. Revelation of the extent to which the underworld has permeated our daily life and activities, and isolated, but highly publicized instances of corrupt alliances between police and criminals, brought public criticism and a growing distrust of all officials. Meanwhile, nationally all types of crime were increasing, with the most substantial gains recorded in the spectacular offenses which, when duly reported through the media of press, radio and television, captured the imagination of the public. As tension mounted nationally and internationally, disaster on the nation's highways became commonplace. The appalling toll of injuries and deaths climbed to new postwar heights, and were in no way more apparent than in the size of insurance bills presented to the motorist.

It is with pride that we can report that Maine was one of the few exceptions to the general rule. Although crimes of certain types increased slightly, most crimes throughout the State of Maine decreased substantially. Organized gambling, lotteries, and the rackets, were driven to the lowest level in many years by a vigorous program of enforcement combined with fearless, able prosecution. At the same time our vehicle owners enjoyed one of the lowest insurance rates in the nation, the result of a safety record unsurpassed in any normal year. Moreover, this record was made during a time when substantial increases were noted in the number of vehicles registered, drivers licensed, and miles travelled.

The residents of the State of Maine can be justly proud of their record, the cooperation that made it possible, and their officials who worked so hard for it. But, we cannot be complacent, for a State Government or any department thereof must either progress or recede. Law enforcement must progress, for

the primary protection our people have against the "isms" and enemies is the zealous guardianship of our individual rights. Every officer must be honest, fearless and intelligent, unable to condone the performance of his duty in any manner other than in strict accord with the moral and legal code of his profession. He must be as strong as possible within the limits of our Constitution, and provided with every modern weapon necessary to cope with those who threaten our way of life.

The Department of State Police is bending every effort to guarantee that Maine shall have such a force of law enforcement officials. We are dedicated to the eradication of organized crime in every form, to the elimination of the needless spectres of Death and Disaster from our highways, and to the protection of the people of the State of Maine from all their enemies, whomsoever. We are proud to report here that we believe our last two years have shown a real advance toward the achievement of our objectives.

DIVISION OF TRAFFIC AND SAFETY

The effectiveness of the Maine State Police Highway Safety Program is best measured by the record of death and injury on our streets and highways. An analysis of the records discloses some significant facts.

The Maine State Police started keeping records in 1935. In the seven years, 1935 through 1941, an average of 198 people were killed annually in traffic accidents. During the war years, 1942 through 1944, speed and travel were restricted. Omitting those years, because they do not present a true picture, we find that during the seven-year period, 1945 through 1951, our annual highway fatality figure averages 166. This average yearly saving of 32 lives gives us hope that we are, in cooperation with all other agencies involved, making some progress in cutting down the tragic toll of human lives claimed by motor vehicle travel.

One hundred sixty-two people were killed in 1950. In 1951, a total of 149 deaths gave us our best year from point of view of

highway fatalities, again omitting the war years, 1942-1944, since our records were started in 1935. This 1951 record was accomplished in a year when highway travel reached a new high, based upon highway gasoline consumption figures, and in a year that saw national highway fatalities soar to approximately 37,500, the highest figure of the past decade and the fourth highest in history.

However, we are acutely conscious of the fact that we cannot rest upon this record. Only constant attention and diligent work will keep the traffic situation under control. An example of the suddenness with which death strikes was brought out in frightful fashion in the spring of 1952. In the short space of 22 days, from the middle of May through the first week of June, 22 lives were snuffed out in Maine automobile accidents . . . an average of one a day!

In the year 1950, 162 persons were killed, approximately 5,670 injured, and there were 24,300 property damage accidents. The estimated preventable economic loss was \$10,530,000. Maine's mileage death rate for the year was 5.3 as compared with a national average of 7.5.

During the year 1951, 149 persons were killed, approximately 4,515 injured, and there were approximately 33,525 property damage accidents on the streets and highways of the state. \$14,155,000 was the estimated preventable economic loss caused by the needless waste. Our mileage death rate for 1951 was 5.0 as compared with a national 7.6 average.

We showed a definite decrease in traffic fatalities for 1951. However, the great jump in property damage accidents and the consequent advance in economic loss makes us realize that we are faced with a serious traffic situation. Citizens, as individuals, as civic, business and industrial leaders and as members of organizations must accept the responsibility to drive and walk in a lawful, courteous and intelligent manner and to give their support to aggressive, impartial and adequate official action. The increased exposure to accidents brought about by the jump in the volume of traffic calls for constant preventative efforts on the part of state and local safety agencies. If we are to have safe and efficient highway transportation, state and local govern-

ments must continually improve upon and broaden their safety measures, and the public must give a high degree of compliance with traffic laws and safety regulations.

Maine's steady improvement in highway safety is borne out by the following comparison with national experience. These figures show the mileage death rate for Maine as compared with the rest of the nation.

Year	Nation	Maine
1948	7.8	7.1
1949	7.9	5.9
1950	7.5	5.3
1951	7.7	5.0

The steady downward trend indicates that progress is being made and that we are gaining in our battle to reduce highway fatalities.

Public Information

The Ninety-fifth Legislature authorized a ten-thousand dollar appropriation, ear-marked specifically for highway safety. This made possible a broadening of our highway safety educational program. It provided funds that enabled us to continue and to expand our work through the media of motion pictures, safety cars, out-door advertising, safety talks, etc.

Another progressive step made possible by the appropriation was the hiring of a full time informational writer. This man prepares and issues special and periodical press releases dealing with the highway safety problem and the activities of the department; plans, writes and supervises the printing of special pamphlets on departmental activities; prepares and distributes radio shorts, tape recordings, and other releases for all Maine radio stations; prepares special articles for several house organs published in Maine; studies accident data for the purpose of securing information to be used in press and radio releases; prepares drafts of speeches to be delivered by departmental officials; assists in establishing report format and in the preparation of graphs, charts, and other material to be incorporated in departmental reports; supervises the clipping of Maine newspapers for the purpose of obtaining information relative to safety and to the activities of the department; maintains file of

newspaper accident stories and safety articles; speaks at school, service, and fraternal gatherings, usually on "Highway Safety" topic; performs related work as required.

The object of our traffic safety education program is to provide information to the public to help them to meet intelligently the problems of highway travel, to acquaint them with our efforts, and to make them realize that the State Trooper is their friend, that he is on duty to help and to protect them. In this way, we hope to gain that voluntary compliance which is a necessity to the success of any enforcement effort.

We wish to emphasize that this educational service would be of no value were it not for the whole-hearted cooperation of the press and radio of the state of Maine. We have met with encouragement and support at every turn. We wish to take this opportunity to express our sincere appreciation for this invaluable assistance.

Accident Records

In the two-year period, 1950-1951, the Division of Traffic and Safety processed 8,999 State Police accident reports and 6,204 reports from municipalities. Reports from individual drivers involved in accidents totaled 44,150 for the two years.

These figures represent a substantial increase over the previous two years. Some of this increase can be attributed to the fact that we have increased our enlisted personnel, giving us better accident coverage. The biggest change we have experienced in the accident record section is the increase of 7,271 individual drivers' reports over the two-year period. As further indication of this trend, figures for the first six months of 1952 were up more than 33% over the two preceding years.

Mechanical tabulation has made it possible for us to handle a greater volume of accident reporting. It has also enabled us to make a more complete breakdown of facts, aiding us materially in the matter of selective enforcement.

Special Investigations

In 1950 and 1951 the Secretary of State's Department sent over to us 2,261 special investigations. This represents a de-

crease of 897 from the number sent to us during the previous two-year period. This difference is largely accounted for by the fact that a change in personnel in the Financial Responsibility Division made it impossible to process completely all 1951 material.

Enforcement

Enforcement is the backbone of every safety program. Violations of motor vehicle laws result in accidents. Good enforcement reduces accidents.

Supporting this axiom, the steady downward trend in Maine highway accident fatalities has been accompanied by an increase in enforcement activities. This is largely the result of increased personnel—a tribute to the foresight of recent legislatures.

For example, during the 1948-1949 biennium, State Police made a total of 2,810 arrests for speeding and 1,211 arrests for operating under the influence of liquor. During the 1950-1951 period, arrests for these same violations were speeding: 4,008, operating under the influence: 1,487.

Governor's Highway Safety Advisory Committee

The National Safety Council has recommended for some time the formation of an official coordinating committee composed of representatives of the various state departments whose duties touch on highway matters.

Governor Frederick G. Payne, recognizing the value of such a group, organized in 1951 a Governor's Highway Safety Advisory Committee whose purpose it is to act in a policy-making capacity. Representatives of the following state departments serve on this committee:

Department of State
Department of State Police
State Highway Department
Public Utilities Commission
State Insurance Department
Department of Education

The formation of this committee is definitely a step toward better coordination between departments dealing with the highway traffic problem.

Traffic Legislation

Steady improvement in the field of motor vehicle legislation in Maine was noted by the National Safety Council in their Annual Inventory of Traffic Safety Activities for 1951. This improvement has been gradual. The ever-changing traffic picture necessitates a constant revision of old laws and the addition of new legislation as new problems present themselves.

The National Safety Council ranks Maine as one of the top states in the country in this phase of traffic safety activity.

ACTIVITY STATISTICS

	Fiscal Years	
	1950-51	1951-52
Arrests	10,872	12,564
Warning cards issued	4,055	8,786
Defect cards issued	22,721	31,075
Trucks Weighed	10,874	20,528
Special Investigations	3,752	3,767

Miscellaneous Credits

	Fiscal Years	
	1950-51	1951-52
Fines Assessed	\$199,316.49	\$215,652.12
Costs Assessed	32,157.20	36,175.18
Registration fees collected	135,346.45	141,448.01
Stolen Property recovered	82,543.79	156,263.77
Totals	\$449,363.93	\$549,539.08

MOTOR VEHICLE VIOLATIONS

	Fiscal Years	
	1950-51	1951-52
Accidents, failure to report	112	160
Accidents, leaving the scene of	131	114
Brakes, operating without adequate	200	186
Dealer's plates, illegal use of	5	11
Drugs, operating under the influence of	—	1
Grade crossing law, violation of	8	9
Hire, operating without insurance	1	—
Hire, operating with improper registration	48	57
Hitch-hiking	12	5
Inspection Sticker, operating without	461	697
Insurance, operating without	2	2
Intoxicating Liquor, operating under the influence of	865	868

License, operating without	937	1,014
License, operating after suspension	153	159
License, obtaining under false statement of fact	43	17
Lights, operating with improper	81	78
Malicious Mischief (damaging or removing parts of motor vehicle)	—	1
Miscellaneous motor vehicle violations	524	1,160
Muffler, operating without	45	38
Number plates, illegal use of	38	40
Operating to endanger	131	160
Parking, improper	63	56
Parking, no lights	102	109
Passing on hill or curve	583	686
Reckless Driving	329	352
Registration, operating without	379	540
Registration, trailer without	16	24
Speeding	1,952	2,463
Stop Sign, failure to stop at	385	413
Traffic signal, disregarding	12	80
Truck, over weight	1,550	1,379
Truck, over height	2	1
Truck, over width	42	68
Truck, over length	8	13
	<hr/>	<hr/>
	9,220	10,961

DEFENSE

In our 1948-50 Biennial Report we briefly considered the subject of emergency mobilization and the duties that all police agencies must expect to assume in the event of disaster or emergency regardless of form or cause. It is well that we reconsider the complete subject at this time in the light of events since our last report. From the invention of gun powder until 1945 there was no major change in warfare, and wars were won by the soldiers in the field, by the sailors on the sea, and by the airmen in the air. From that time on we entered an atomic age, and probably throughout all of the predictable future, wars will be won by the people continuing to live in their homes and work in their places of employment.

Most of us fail to appreciate the fact that Maine is strategically located for defense. Our proximity to Canada and Europe, the fact that we border the ocean's thoroughfares, and the airways that are so heavily travelled over our heads, all combine to make our state an important route of egress and exit. Maine is truly the guardian of the portals to the Eastern seaboard and

Maine's peace officers are truly the guardians of the State of Maine. The military and industrial experts of the nation have not overlooked these facts. Army, Navy, Air Force and Coast Guard Bases have been activated and reactivated, some attended by wide publicity, many very secretly. New industries important to the nation's defense and fighting power, and to our way of living, have steadily moved to new locations within our borders, employing many skilled residents and bringing others with them.

The Maine State Police, together with other law enforcement organizations, realizes that we have a problem, not only of rendering Police Services as defense activities within the State are increased, but of being ready to take action in the event war comes here. In the event of disaster, or military emergency, it will be vital that your police are trained and ready, not only to perform their normal functions, but to keep the people at home and at work, continuing to turn out the materials and food and clothing that are so vital to keeping a vast military machine going.

Law enforcement agencies will have two primary functions to perform. First, we must keep the peace and avoid the attack, if possible. Secondly, we must assist in restoring normal living after the attack has occurred. The worst that can happen is a full-scale world war. The very best that we can expect is a ten to fifteen year period of armed preparation. It would, therefore, be short sighted to approach the problem of civil defense in the spirit of providing expedient solutions to tide us over a temporary period of war danger.

Our first problem as reported in our last report was that of personnel. We had, of course, been extending every possible cooperation to all agencies in the formulation of their civil defense establishments, including the furnishing of instructors for basic police services. We had, however, no authority to increase our own personnel by the formation of an auxiliary or reserve. The Ninety-fifth Legislature furnished us with that authority, and we immediately took steps to organize a State Police Reserve Corps. We have moved slowly, perhaps too slowly, but we felt it absolutely necessary to maintain the high standard of person-

nel in our Reserve that we have in our regular establishment. We have carefully selected, investigated, and completely checked applicants from the entire State, and have enlisted a number of men into the Reserve Corps. We are continuing to build upon the nucleus thus provided, planning to reach a ratio of approximately three members of the Reserve to each regular officer. Our procedure of selection and investigation, carried out in addition to our regular duties and without the assignment of any personnel on a full-time basis, has consumed much time, but we are now ready to conduct a standard, basic training course throughout the state, during the winter months, augmenting that training by practical application and patrol experience. We believe that upon completion of our program we will be able to point to a force of reserves three times as large as our regular establishment, who have the personality, education and basic training that will enable them to meet any emergency with which they may be confronted.

We have been very fortunate in securing a substantial addition to our uniformed force in the event of disaster by entering into a mutual aid compact with the Departments of Inland Fish and Game and Sea and Shore Fisheries. This compact provides that upon the proclamation by the Governor that a state of emergency exists as defined by the Civil Defense Act, the uniformed members of the Wardens Forces will become State Police officers with the same powers and duties as our own personnel. We will thus obtain a substantially large group of uniformed, well-trained, equipped peace officers capable of handling an emergency whenever or wherever it may exist. We expect to enter into similar agreements with other State departments during the next biennium.

Realizing that the very foundation of a police or civil defense action is the coordinated radio system augmented by other communications, we have surveyed our activity in this field and find it substantially meets the ten basic objectives recommended by the Federal Civil Defense Authority. These can be summarized as follows: (1) Proper Supervision. (2) Efficient operating personnel and techniques. (3) Auxiliary Power plants. (4) Providing operating facilities at remote control transmitters with alternate facilities for communication with these new operating

points. (5) Expert maintenance and additional facilities for maintenance both as to personnel and material. (6) Auxiliary or duplicate stations. (7) Decentralization and dispersal. (8) Mobile base stations. (9) Coordination with various other radio services. (10) Amateur radio and disaster radio services.

The only recommendation above that we have not attempted to adopt is the use of amateur radio services, which is being organized by the Department of Civil Defense and Public Safety. We feel that when such services can be of benefit to our organization they will be so assigned by the coordinator.

STATE BUREAU OF IDENTIFICATION

The year 1952 marks the fifteenth anniversary of the creation of the State Bureau of Identification by an Act of Legislature, its primary purpose being the collection and preservation of all data pertaining to the criminal histories of persons arrested in the State of Maine.

The Bureau is divided into three sections: the criminal section, the personal identification section, and the laboratory.

CRIMINAL

This section of the Bureau receives, records, and files criminal history material from local law enforcement agencies, the Identification Bureaus of other states, and the Federal Bureau of Investigation. Such material is classified as follows.

Criminal fingerprints received during this biennial period	11,961
Total criminal fingerprints now on file	134,150
Identifications made between new fingerprints and those already in our criminal file totalled	7,348
or 35.2% of all fingerprints received except school children.	
Criminal records furnished to other departments ...	51,155

New indexes added to criminal name file during this period	6,735
Total criminal indexes now on file	74,757
Bulletins with fingerprints of persons wanted in other states processed	3,724
Wanted persons bulletins processed by name and description, only	5,477
Criminal records received from Federal Bureau of Investigation and other states	5,893
Final dispositions of continued cases received and filed	498
Criminal photographs received during this period ..	4,038
Total criminal photographs now on file	63,144
Other functions of the criminal section are the recording of probations and the notification of probation officers when subjects are arrested while on probation.	
New probations listed	1,585
Subsequent arrest notifications sent	752
Notification of local law enforcement agencies of persons paroled or discharged from penal institutions	722
Notification of parole officers when parolees are subsequently arrested	125
All voluntary enlistments in the U. S. military services must be cleared through this Bureau by search of fingerprints through the criminal files.	
Number of such fingerprints processed	6,761
Many New England industries engaged in war production clear their applicants for employment through our criminal files. These checks, by name and description only, together with name checks for other authorized agencies, totalled	14,699
Our recently installed Multigraph machine has assumed a great deal of duplicating work for the entire department. During this period, copies made totalled	588,869

PERSONAL

The personal identification section performs the following functions:

Fingerprints taken and filed for personal identification	724
Industrial fingerprints received and processed	1,848
School children's fingerprints processed	23,458
Total number of fingerprints now on file in the personal section	381,325
The issuance of certified personal identification cards containing description, photograph, and thumb-print, for authorized persons	360

LABORATORY

The Identification Laboratory is equipped for all phases of police photography; the recovery of latent fingerprints by means of powder, chemicals, and ultra-violet ray; projection and microscopic enlargements; and ballistics comparisons.

Late in the Biennium a new Bausch & Lomb comparison microscope, equipped with a 5 x 7 Graflex camera and fluorescent illuminators, was purchased. This is undoubtedly the finest and most modern piece of this type of equipment in the State of Maine, and permits examination of both bullets and cases. Our ballistics expert is thus enabled to examine and compare extractor and ejector markings, striker indentations, peculiarities of the breech face, and the rifling engravings, and may also preserve the evidence thus obtained by use of the photographic equipment provided. Although this equipment will be used in a comparatively small number of cases, they are invariably those that can be solved and successfully prosecuted only by the utilization of evidence which can only be obtained by this type of modern scientific detection and preservation.

Summary of photographic work for this biennial period:

Negatives taken	4,159
Contact prints made	12,872
Projection enlargements made	5,473
Latent fingerprints photographed	245
Photostatic copies made	11,662
Total pieces handled	34,411

Summary of laboratory cases processed, showing the type of case, as well as the type of crime involved:

BALLISTICS

Assault w/i to kill	1	
Illegally Shooting Human	4	
Killing Domestic Animal	5	
Malicious Mischief	1	
Total		11

CHEMICALS

Crime	Type of Test	
Arson	Gasoline	1
Assault w/i Kill	Spectrographic	1
Breaking, Entering & Larceny	Paint	1
Breaking, Entering & Larceny	Semen	1
Fatal Accident	Blood	2
Fatal Accident	Paint	2
Hit and Run	Paint	3
Illegal Hunting	Blood	1
Investigation	Semen	1
Leaving Scene of Accident	Spectrographic	1
Malicious Mischief	Gasoline	1
Malicious Mischief	Paint	1
Narcotics	Marijuana	5
Suicide	Diphenylamine	1
Violent Death	Blood	2
Violent Death	Diphenylamine	1
Total		25

HAIR

Fatal Accident	1	
Total		1

HANDWRITING AND CHECKS

Anonymous Writing	1	
Forgery	3	
Larceny of Auto	1	
Obliterated Writing	1	
Suicide	2	
Total		8

LATENT FINGERPRINTS

Aggravated Assault	2	
Bank Robbery	1	
Breaking, Entering and Larceny	49	
False Pretenses	1	
Forgery	1	
Larceny	4	
Larceny of Auto	5	
Malicious Mischief	2	
Trespassing	1	
Total		66

MICROSCOPICS

Crime	Type of Examination	
Illegal Trapping	Wood	1
Total		1

STATISTICAL SUMMARY of MOTOR VEHICLE TRAFFIC ACCIDENTS in MAINE

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

Main table showing Type of Accident, Number of Accidents, Persons Killed (Age 41-42-43, Sex 44-45-46), and Persons Injured (Age 41-42-43, Sex 44-45-46) across various accident types like Pedestrian, Other motor vehicle, Railroad train, etc.

TIME: Day of Week - 5. Table showing Total, Fatal, Personal Injury, and Property Damage for each day from Monday to Sunday.

HIGHWAY (Continued): Type of Road Surface - 16. Table showing Total, Fatal, Personal Injury, and Property Damage for surfaces like Concrete, Blacktop, Gravel, etc.

WEATHER: Weather - 21. Table showing Total, Fatal, Personal Injury, and Property Damage for weather conditions like Clear, Cloudy, Raining, etc.

DRIVERS (Continued): License of Driver - 36-37. Table showing Total, Fatal, Personal Injury, and Property Damage for license status like Licensed in state, Resident-no license, etc.

Hour - 6. Table showing Total, Fatal, Personal Injury, and Property Damage for each hour from 12:00 midnight to 11:59 p.m.

Road Surface Condition - 16. Table showing Total, Fatal, Personal Injury, and Property Damage for conditions like Dry, Wet, Muddy, etc.

MOTOR VEHICLES: Type of Motor Vehicle - 22-23-24. Table showing Total, Fatal, Personal Injury, and Property Damage for vehicle types like Passenger car, Truck, School bus, etc.

DRIVERS of MOTOR VEHICLES: Residence of Driver - 25-26. Table showing Total, Fatal, Personal Injury, and Property Damage for residence status like Residing within 25 miles, etc.

LOCATION: Urban - Rural - 10-11. Table showing Total, Fatal, Personal Injury, and Property Damage for population ranges and rural/urban locations.

Kind of Locality - 19. Table showing Total, Fatal, Personal Injury, and Property Damage for manufacturing, shopping, residential, etc. districts.

DRIVERS of MOTOR VEHICLES: Age of Driver - 27-28. Table showing Total, Fatal, Personal Injury, and Property Damage for age groups like 14 years or under, 15, 16, etc.

DRIVERS of MOTOR VEHICLES: Sex of Driver - 29-30. Table showing Total, Fatal, Personal Injury, and Property Damage for Male and Female drivers.

HIGHWAY: Character of Roadway - 15. Table showing Total, Fatal, Personal Injury, and Property Damage for roadway types like Straight road-level, Curve or turn-level, etc.

Light Conditions: Light Conditions - 20. Table showing Total, Fatal, Personal Injury, and Property Damage for daylight, dawn, darkness, etc. conditions.

DRIVERS of MOTOR VEHICLES: Experience of Driver - 34-35. Table showing Total, Fatal, Personal Injury, and Property Damage for driver experience like Learner under instruction, Less than three months, etc.

Comparative Totals. Table comparing Total Accidents, Persons Killed, and Persons Injured for Same Month Last Yr., This Year to Date, and Same Period Last Year.

PHOTOGRAPHY

Arson	2	
Assault and Battery	3	
Auto Accidents and Violations	18	
Breaking, Entering and Larceny	1	
Fatal Accidents	16	
Illegal Hunting	1	
Larceny	3	
Larceny of Auto	1	
Manslaughter	1	
Murder	1	
Suicide	2	
Violent Death	11	
Worthless Checks	1	
Total		61

PLASTICS

Crime	No. of Casts Made	
Breaking, Entering and Larceny	4	2
Fatal Accidents	1	1
Hit and Run	1	1
Malicious Mischief	2	1
Robbery	1	1
Total No. of Casts	9	
Total No. of Cases		6

TOTAL NUMBER OF LABORATORY CASES 179

Number of articles processed for latent fingerprints 505

Number of fingerprints and fragments recovered 222

In conclusion, the personnel of the Identification Bureau wishes to express appreciation for your continued cooperation.

CRIME CHART

Comparison of crimes substantiated by records received during this biennial period and last biennial period

Crime	'48-'50	'50-'52
Abortion	1	2
Accessory	27	31
Adultery	58	63
Affray	93	70
Aggravated Assault	15	12
Alien	84	65
Arson	33	34
Assault and Battery	736	638
Assault with intent to Kill	63	97
Assault with intent to Rape	29	28
Assault with intent to Rob	34	22
A. W. O. L.	20	53
Bastardy	15	15
Begging	38	12
Bigamy	11	4

Crime	'48-'50	'50-'52
Breaking, Entering and Larceny.....	977	859
Bribery.....	0	2
Burglary.....	7	10
Carnal Knowledge.....	12	23
Causing Child Delinquency.....	0	4
Common Night Walker.....	7	1
Concealed Weapons.....	26	20
Conspiracy.....	11	44
Contempt of Court.....	0	36
Cruelty to Animals.....	0	17
Curfew Violations.....	3	2
Danger of Falling into Vice.....	5	8
Defraud.....	53	74
Disturbing the Peace.....	607	66
Drinking in Public Places.....	36	37
Driving under influence of Drugs.....	1	0
Drunk and Disturbance.....	1385	1612
Drunken Driving.....	1464	800
Embezzlement.....	60	20
Escape.....	32	24
Evading Fare.....	28	23
Extortion.....	0	4
False Pretenses.....	109	81
Federal Violations.....	40	44
Fish and Game Violations.....	49	47
Forgery.....	411	258
Fornication.....	49	17
Fugitive.....	48	76
Gambling.....	130	126
Harboring a Criminal.....	0	4
Hitch-hiking.....	15	18
Idle and Disorderly.....	362	361
Illegal Sale of Contraceptives.....	2	2
Immoral Shows.....	5	40
Impersonating an Officer.....	1	6
Incest.....	15	13
Incorrigible.....	33	54
Indecent Exposure.....	67	47
Indecent Liberties.....	124	141
Intoxication.....	14436	11834
Investigation.....	475	285
Juvenile Delinquency.....	7	21
Kidnapping.....	10	2
Killing Domestic Animals.....	0	1
Larceny.....	1303	1238
Larceny from Person.....	2	2
Larceny of Airplane.....	1	5
Larceny of Auto.....	483	447
Lascivious Cohabitation.....	46	26
Lascivious Speech and Behavior.....	430	237
Liquor Violation.....	61	79
Loitering.....	56	48
Malicious Mischief.....	169	181
Manslaughter.....	42	43

Crime	'48-'50	'50-'52
Material Witness.....	0	1
Mayhem.....	1	0
Military Deserter.....	3	5
Miscellaneous.....	246	13
Motor Vehicle Violations.....	721	756
Murder.....	22	20
Narcotics.....	22	13
Neglect of Children.....	0	31
Negligently Shooting a Human.....	0	9
Night Lodger.....	2806	1104
Non-Support.....	366	403
Nuisance.....	0	2
Obscene Photos and Literature.....	9	12
Peeping Tom.....	10	3
Perjury.....	10	6
Prostitution.....	12	9
Rape.....	58	64
Receiving Stolen Goods.....	40	42
Resisting an Officer.....	39	36
Robbery.....	111	101
Runaway.....	28	24
Safekeeping.....	381	372
Selling Mortgaged Property.....	40	30
Sex Crimes, Miscellaneous.....	11	34
Shoplifting.....	15	31
Sodomy.....	52	64
Soliciting.....	6	1
Smuggling.....	3	0
Suspicious Person.....	46	34
Threat.....	14	17
Trespassing.....	0	7
Truancy.....	23	12
Vagrancy.....	188	114
Violation of City Ordinance.....	0	19
Violation of Parole.....	17	16
Violation of Probation.....	205	259
Violation of Selective Service.....	7	10
Violation of True Name Law.....	0	15
White Slavery.....	2	4
Worthless Checks.....	44	62
Totals.....	30510	24371

BUREAU OF CRIMINAL INVESTIGATION

In our last report, we noted that new investigations totalled 6,364. In the period 1950-52 the number of new cases followed the trend of crime within our state and dropped substantially to

a total of 5,054. It should perhaps be noted that although the title of the Bureau is "Criminal Investigation," the great majority of cases investigated are related to our highway patrol activities.

As we have previously reported, this Bureau functions as a clearing house for complaints, requests and information received from various departments and agencies as well as from the general public, routing the data thus gathered to the proper officials. It is primarily designed to obtain prompt, factual data as to whether or not a crime has been committed and, if so, to insure that proper action is taken to determine who was responsible for the offense. Its greatest function in the field of highway activity is to furnish information and complaints from the public to the officers on the affected patrols, ascertaining that proper investigation of the allegations is made, and that action necessary to alleviate the conditions in question is promptly taken. Thus, this Bureau is primarily for the maintaining of adequate records and supervising the field activities relating to the same.

During this two-year period the Commissioned Officer and Trooper normally assigned to this Bureau were on temporary assignment to the staff of the Attorney General. While their activities will undoubtedly be reported by that Department, we feel that their work has been greatly aided by information gathered in the past by this Bureau. Their efforts, coordinated with cooperating officials and agencies, such as the Attorney-General's staff, County Attorneys, sheriffs and police departments, have been instrumental in effecting several hundred arrests and convictions for various types of organized crime, including gambling, lotteries, vice, etc. These activities are, I am sure, primarily responsible for the sharp decrease of crime in Maine during a period when criminal activity of all kinds was increasing elsewhere throughout the United States.

During the absence of the supervisory personnel attached to this Bureau, other personnel have continued to supervise its activities in accordance with usual policies. Ordinary investigations are conducted by the officers in whose patrols they occur, with the assistance of their Troop supervisory personnel where necessary. The type of investigation that requires special in-

investigators is handled by regular officers chosen for the knowledge and skills required. We feel that to date this procedure has produced very satisfactory results.

The Department's work on AWOL and desertion cases involving members of the Armed Forces has been decidedly lightened by the assignment of a Military Police Apprehension Unit by the U. S. Army. These men occupy office facilities in the State Police Headquarters at Augusta and investigate absentee cases throughout the State of Maine. A very important result of their assignment has been the expedition of the return of soldiers to military control by officers who have apprehended them.

It may be well to take this opportunity to express the views of this Department on the subject of organized crime, which to us represents a constant effort on the part of the underworld to engage uninterruptedly in lucrative activities. This means that there must be a continuous effort on the part of law enforcement agencies to combat gambling, vice and the "rackets." It has long been a policy of the Maine State Police that the primary attack on organized crime must come from a local level, but we realize that the mobile character of the gangster level is such that close cooperation between local, state and Federal law enforcement agencies is not only desirable but absolutely necessary. Law enforcement agencies, alone, however, cannot eradicate this type of crime, but must depend upon the legislative and judicial branches of government for aid, nor will all three be successful until the general public is shown the various ramifications of criminal organization and are aroused to insist upon the elimination of the "rackets" from their towns and cities.

This Bureau, together with many of the leading law enforcement officials throughout the State, have concluded that our laws governing arrest are nebulous, inadequate, and in need of modernization. Few subjects so vital to the protection of the rights of the individual have been so casually treated by our statutes.

In 1940 this problem was so widespread that the Interstate Commission on Crime appointed a committee to study the law of arrest. Maine was honored by the appointment of our former Attorney General Franz U. Burkett as Chairman, and after much study the Committee drafted an "Arrest Act," which represented

a constructive approach to the difficult problem of improving the law of arrest. All of the New England States with the exception of Maine have either adopted the Act as drafted or legislated its provisions in language of their own. We feel strongly that the Ninety-sixth Legislature should consider legislation of this type.

Cooperation is the strongest weapon that law enforcement has against the insidious forces of the underworld in the present struggle for domination. It is, therefore, a privilege to report that we have received all possible assistance and cooperation from every department with which we have been in contact during this Biennium. We have reciprocated to the best of our ability, and will continue to work with every citizen and official in the attempt to suppress organized crime and obtain a voluntary compliance with our laws.

CRIMINAL LAW VIOLATIONS

	Fiscal Years	
	1950-51	1951-52
Accessory before the fact	3	1
Accessory after the fact	1	—
Adultery	5	—
Affray	2	11
Assault and battery	48	56
Assault on an officer	4	—
AWOL	2	1
Behavior, lascivious	9	14
Breaking, entering, larceny	41	11
Checks, insufficient funds	8	6
Cohabitation, lascivious	9	7
Conspiracy	9	3
Defrauding an inn keeper	3	1
Disturbing the peace	3	—
Embezzlement	3	4
Escaped prisoner	7	13
Exposure of person, lascivious	4	2
False pretenses, cheating by	18	9
Forgery and uttering	16	8
Fugitive from justice	14	7
Gambling	80	—
Incest	1	—
Indecent liberties	6	10
Intoxication	493	512
Larceny	170	117
Liquor, illegal sale of	11	1
Malicious mischief	18	15
Manslaughter	15	8
Miscellaneous	163	144
Mortgaged property, selling of	4	—
Murder	1	2
Non support	16	17

STATE POLICE

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Obstructing an officer	5	2
Perjury	2	—
Rape	10	3
Receiving and concealing stolen goods	6	1
Robbery	4	2
Runaway	1	2
Slot machines, illegal use of	1	1
Sodomy	1	1
Vagrancy	2	4
Violation of public drinking law	63	92
Weapons, carrying concealed	1	1
Totals	1,283	1,089

CASE RECORDS

	1950-51	1951-52
Headquarters	734	772
Troop A	124	165
Troop B	481	425
Troop C	479	356
Troop D	326	302
Troop E	209	141
Troop F	276	264
	2,629	2,425

COMMUNICATIONS

Our 1948-50 Biennial Report was submitted while our application to the Federal Communications Commission for a construction permit to erect a mountain-top-repeater station on Eaton Mountain in Skowhegan was pending. The application was approved but returned too late for construction to start in the fall of 1950. The following spring a 10' by 10' cement block house was built, tower erected and equipment installed. A 250 watt transmitter on 39.9 megacycles was utilized, to be controlled by a high-frequency transmitter of 50 watts on 154.65 megacycles. This station is working much better than was expected and Troop C, with Headquarters at Skowhegan, now has nearly one hundred percent coverage of the entire troop area by radio.

During the past two years we have added twenty-five additional mobile units bringing our total to 152. This number provides every officer with a two-way radio and a few spares for

emergency installation as well. Three of these receivers that were not in immediate service have been installed at our weighing stations at Brunswick, Gray and Mattawamkeag. The use of these receivers enables us to maintain radio contact with men on weighing details and saves on costly telephone calls.

The Ninety-fifth Legislature saw fit to follow our recommendation for the installation of emergency generators at each transmitter site. Upon receipt of the appropriation a bid was submitted for nine of these emergency power units. The generators did not arrive in time, however, to be installed in 1951, but were installed as soon as possible the following Spring. Five of these generators are each capable of a two thousand-watt output and the remaining four are five thousand-watt units. With these nine units and the two that were already installed, each barracks and mountain-top-repeater station has an emergency power plant of the automatic type which starts when the usual power service fails and discontinues its operation when power is restored. With their use our radio system continues to operate when storms and accidents cause power and telephone failures. It has been interesting to note that since our recommendation of this type of installation, the Federal Civil Defense Authority and International Association of Chiefs of Police have made similar recommendations, realizing that while during peace time we are able to depend almost entirely upon commercial electrical power, the commercial power lines and generating plants are vulnerable to damage, both from natural causes and from enemy attack, and that an emergency radio system loses its value unless it has the power available to operate it. Our emergency power system is now so sized as to be able to carry our radio loads, plus any required lights, continuously, and we are in accord, not only with our own recommendations, but with those of Federal and other authorities.

Since the establishment of our State Police network, it has been a policy of our department to tie in our network with other States and other departments within the State, as completely as possible, and to cooperate as fully as possible with other departments in establishing their own tie-in networks. We have long considered the possibility of establishing a radio link between the Maine State Police and the Royal Canadian Mounted Police.

World developments in the past two years seem to indicate that from a civil defense and public safety standpoint alone, such a linkage is almost absolutely necessary. In accordance with our belief, we have conducted surveys which indicate that the most practicable link would be between our Houlton Barracks and the Royal Canadian Mounted Police Barracks at Fredericton, New Brunswick. We found that we were unable to use our local transmitter at Houlton because its output of only 50 watts would not enable it to develop a usable signal into the Fredericton station. It was then suggested that we use the existing two hundred and fifty-watt transmitter at Carroll Mountain. An application has accordingly been submitted to the Federal Communications Commission for a construction permit to authorize us to install a 156.690 megacycle transmitter at Houlton. This transmitter with an associated receiver on 73.300 megacycles will be used to control Carroll Mountain, which in turn puts a strong signal into Fredericton. The installation of a receiver on 49.06 megacycles at Carroll will enable us to receive the Royal Canadian Mounted Police via relay.

A secondary factor influenced our decision to make such a change. By controlling the Carroll Mountain-top radio from Houlton, Troop F will obtain much added coverage in the southern part of their troop. It should also be noted that we will experience a saving of several hundred dollars by installing the low power control transmitter at Houlton rather than increasing our power at that station.

Although our location is so remote from most of the television stations that now exist, we have received a few complaints concerning the interference of State Police radio with television reception. We can anticipate more such complaints as additional television stations are constructed in Maine. We find that we are not alone in experiencing this difficulty and that the only practical solution so far advanced, is for the manufacturers of television sets, and other electronics devices, to minimize the interference by better receiver design or by making available special kits to the owners of sets in troublesome areas. We are at this time attempting to use no more power than is absolutely necessary in order to keep such interference at a minimum.

We feel that future consideration must again be given to the practicability of connecting our States and the various departments within it with a teletype network, thus giving an efficient, speedy and informative service to police departments throughout nine States. It should also be noted that expansion has been proposed which would increase this nine-state network to include points as far south as Miami, Florida and throughout the middle west. This will not only provide a more direct and expeditious means of reaching the desired department within the network, but would also reduce radio traffic considerably.

The completion of the new wing on the headquarters building has provided the communications section with a one-car garage and workshop combined. In addition to supplying more room for the stock of parts and necessary equipment, it has furnished the opportunity to bring a cruiser inside the shop for exchange or installation of equipment or repairs thereto. Hitherto it has been necessary to carry the parts, tools and equipment from State Police Headquarters to the State Police Garage, located over a mile away and following the repairs or installation, to return the tools and equipment to Headquarters. The only alternative to this was to make repairs outside, and the inclemency of the weather sometimes made this procedure dangerous to equipment as well as uncomfortable.

Before we can consider our communications system complete, we must remedy two bad dead spots, so-called, one in Northern Aroostook County along the St. John River from Fort Kent to Van Buren; the second in the Southeastern part of Washington County. The high terrain above the highway which winds along the St. John River completely blocks signals from the repeater station at Haystack Mountain in Mapleton and prohibits our maintaining radio contact with mobile units in that area. The only apparent solution is the installation of another transmitter located at some high point which looks down over the St. John River Valley. Our difficulty in Washington County is distance instead of high hills, but again, the only apparent solution is the installation of another station located nearer to the area. After these two locations have been covered there will be few places remaining in the State of Maine where radio contact cannot be maintained between a mobile unit and a main station.

Communications have contributed much to the advancement of the police sciences, particularly in two ways, (1) by enabling the prompt contact of an officer in order that he may be dispatched to the scene where he is needed, and (2) by providing a streamlined medium for the exchange of information within the Department and inter-change with other agencies. We believe that our program of installation and expansion is flexible enough to enable us to progress with new developments in the field of electronics.

TRAINING

Webster defines training as "a system of developing and retaining strength and faculties in order to be prepared." We believe there should be one word added to this definition when police training is referred to—"anything." That is the goal of the State Police Training program; we want to be prepared for anything.

In fulfilling our responsibility to the taxpayers our foundation step is the careful selection of police personnel. We have proved that properly selected men, competently trained, will make able enforcement officers.

In October, 1951, the Twelfth Session of the State Police Training School began an eight-week seminar, with twenty State Police officers and eight members of other departments attending. Departments represented included Aroostook County Sheriff's Department, Augusta Police Department, Brunswick Police Department, Camden Police Department, Gardiner Police Department, Houlton Police Department, Rockland Police Department and Washington County Sheriff's Department. The course outlined in our 1948-50 Biennial Report was given in its entirety and all officers were graduated with exceptionally satisfactory ranks on December 21st, 1951. His Excellency, Governor Frederick G. Payne awarded the certificates to each graduate and spoke before the group there assembled.

While the basic training effort is exceedingly important, we must not forget that the training of police personnel is a con-

tinuing problem. An in-service training program is a necessity in order that the department may maintain its maximum efficiency and the public continue to receive a maximum of service for the investment involved.

As yet it has proved impossible to maintain a regular in-service school, due to the expense involved and the work-load that is maintained. Our Troop Meetings continue to give an opportunity for some instruction and discussion of pertinent questions monthly and new information and rulings are disseminated through the media of bulletins, memoranda and excerpts.

A third type of training that is very necessary to maintain the efficiency of any well-organized police department is that of supervisory personnel. Such a program should be designed to provide knowledge of leadership, human relations, psychology and public relations, as well as the many topics covered by basic and in-service training. We have been forced to rely upon much the same media as for in-service training for the dissemination of instruction and information for supervisory personnel.

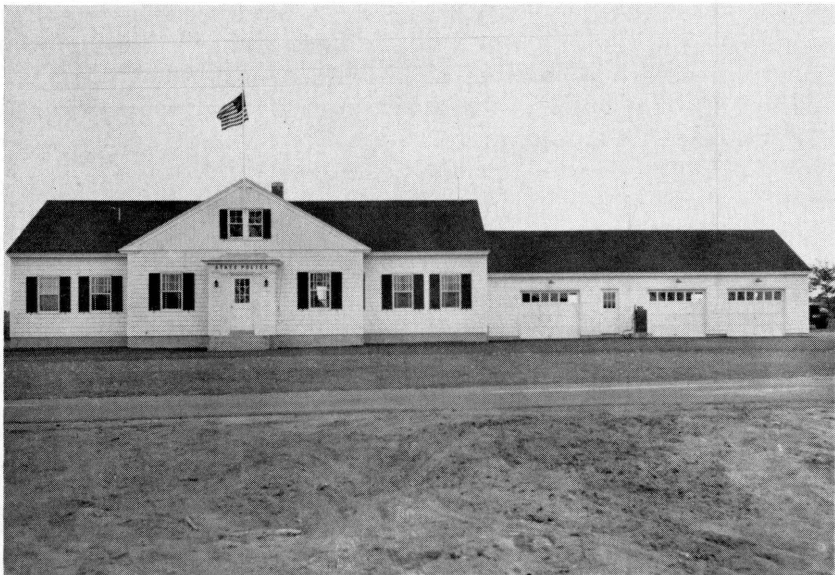
Two supervisory officers were assigned to attend a two-week Police Traffic Training Course in April, 1952, at Northeastern University in Boston. This was a basic course in accident prevention and the principles and techniques of police traffic supervision. It also acquainted the attendees with other elements of traffic supervision, such as public education and traffic engineering, and their relation to police activity. Subjects included the traffic problem and the police, a basic accident prevention plan, traffic police organization and administration, accident investigation, traffic law enforcement, traffic records, traffic flow regulation, police training, traffic engineering, police safety education, law of evidence and arrest, traffic laws, speed and skid-marks, chemical tests, case preparation and court work, and police public relations. This type of course meets some of our needs for in-service and supervisory personnel training, and also brings new knowledge and skills to officers who are in position to disseminate it to men under their supervision.

Eight officers were assigned to attend seminars for State law enforcement officers at the Harvard School of Legal Medicine during this two-year period. Subjects included homicide investi-

gation; when murder masquerades as suicide, accident or death from natural causes; when death from suicide, accident or natural causes masquerades as murder; appraisal of evidence relating to manner of death; police investigation and the rural coroner; the lie detector; preservation of evidence at scene; problems in identification of the dead; identification, teeth; identification, skeletal remains; identification, hair and fragments of bodies; nutshell studies of unexplained death; when did death occur; scientific evidence in cases of death by gunfire; ballistics in relation to fatal gunfire injuries; examination of clothing in cases of death by gunfire; characteristics of wounds in cases of death by gunfire; bodies found in water; police photography; preservation of scientific exhibits; alcohol, accidents and crime; rules of evidence; attendance at an autopsy; deaths by poison; traffic deaths; post-mortem artifacts; deaths due to conflagrations; sex and crime; abortion and infanticide; characteristics of death by suicide; public disasters; and demonstrations of laboratory tests commonly employed in homicide investigation. These seminars provide basic information in violent death by some of the outstanding experts in medico-legal fields in the nation, fill a need for in-service training in a special subject, and provides officers with new knowledge and skills that can be given to others working with them and under their supervision.

A continuation of our in-service Firearms Training program saw every member of the department firing the Practical Pistol Course at least once each year. Further stimulation to this type of training was given by our joining the New England Police Revolver League, Incorporated, and participating in matches both between our own teams and in competition with those from other participating states and departments. Teams and individuals from our department were successful in winning place recognitions in several matches.

It has been gratifying to note the increasing demand for training of local police officers and members of the Sheriffs' departments. During the past year we have furnished State Police officers who are qualified instructors to special subjects at police schools being operated by the Police Departments in Waterville, Lewiston, and Rockland.



BUILDINGS

Two of our most pressing needs for buildings were met by the Ninety-fifth Legislature, which appropriated the sums of \$50,000 for the construction of a State Police Barracks at Skowhegan, and \$35,000 for the addition of a wing to the Headquarters building in Augusta.

On June 30, 1952, the Troop "C" Barracks, located on U.S. Route 2, approximately two miles west of Skowhegan was nearing completion. It has been built and furnished with modern equipment, designed by Mr. Irving Russell, Superintendent of Buildings to meet our future, as well as present, requirements for this area. When this Barracks is dedicated it will complete the plans for permanently housing each of the six Troops.

The close of the Biennium found the wing at Headquarters, designed by Bunker and Savage of Augusta, nearly ready for occupancy. The top floor will be occupied by the State Bureau of Identification and will provide our first opportunity to house all

three divisions of that Bureau, the Criminal Section, the Personal Identification Section and the Laboratory, together. Adequate space, lighting and windows will improve the working conditions for that group of employees materially, and will enable the Bureau to function more efficiently.

The ground floor will be occupied by the Division of Traffic and Safety, making it more accessible to the general public who visit us to file accident reports or to make inquiries concerning motor vehicular mishaps. This Division will also be able to bring their records into a central location, and will provide opportunity for visitors to sit down and copy figures and material in which they are interested.

The basement will fill two needs, that of additional storage space, and that of housing the Communications Department adequately. The technicians will be able to install and repair equipment inside, as it will be possible to drive a vehicle into the shop.

Our Garage facilities in Augusta continue to be a problem. The building we are presently using was built in 1934 from used materials with W.P.A. labor, and was designed to provide maintenance and repair facilities for approximately fifty motorcycles. The use of automobiles and the increased number of vehicles made the available space inadequate for the needs of the mechanics. Floor space was again diminished several years ago when portions of the building were declared unsafe by the State Building Inspector, making it necessary to discontinue the use of the second floor, and requiring us to store equipment, parts and materials in the already cramped ground floor. Although we have managed to continue using this building by adding a small room on the rear for storing clothing and supplies and by making periodic temporary repairs, these quarters cannot be termed satisfactory.

PERSONNEL

On July 1, 1950 the Department of State Police was composed of one hundred seventy-two men and women, of whom one hundred thirty were enlisted enforcement officers. Changes during

the biennium brought the total on June 30, 1952 to one hundred forty-one enlisted men and forty-three civilians.

The civilian personnel includes a Departmental Business Manager, one Public Information Writer, nineteen Clerks, three Radio Technicians, twelve Radio Dispatchers, five Mechanics and two Janitors. The only noteworthy change was the assignment of the Writer to the Division of Traffic and Safety and a description of his duties in detail is included in that sector of this Report.

Our enlisted Force is now composed of one Chief with the rank of Colonel, one Deputy Chief with the rank of Major, four Captains, six Lieutenants, fourteen Sergeants and one hundred fifteen Troopers. A Lieutenant and one Trooper are on temporary assignment to the Attorney General; one Trooper is assigned to the Public Utilities Commission; one to the Department of Taxation; three are on Military Leave of Absence. During this two-year period two Lieutenants and three Sergeants retired, one Trooper died, three Troopers were released from duty at their own request, twenty-three new Troopers were enlisted, and twelve officers were promoted.

The following is a roster of the enlisted personnel as of June 30, 1952:

HEADQUARTERS AUGUSTA

Colonel Francis J. McCabe
Chief of State Police

Major Joseph F. Young, Jr.
Deputy Chief

Captain Roger C. Doyle
Supervisor, Maintenance and Supply

Lieutenant John deWinter
Director, Traffic and Safety

Sergeant Norman H. Hamilton
Identification

Trooper Carlton Evans
Chief Radio Technician

Trooper Wesley Records
Public Utilities

Captain Arthur Freeman
Supervisor, Identification

Lieutenant Lloyd H. Hoxie
Director, Criminal Investigation

Sergeant Roland Paquin
Chief Radio Dispatcher

Trooper Parker F. Hennessey
Criminal Investigation

Trooper Francis Thomas
Taxation

MILITARY LEAVE

Trooper Leonard Anderson
U. S. Air Force

Trooper Eugene H. Leavitt
U. S. Coast Guard

Trooper William Livingstone
U. S. Army

STATE POLICE

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RETIRED

Captain James A. Adams
 Captain Llewellyn Ouellette
 Captain Leon P. Shepard
 Lieutenant Merle Cole
 Lieutenant George I. Shaw
 Lieutenant Alton S. Wyman
 Sergeant John P. Crosby
 Sergeant Anson C. Dorr
 Sergeant Joel P. LeBell
 Sergeant Ralph Sullivan
 Trooper Arthur Cushman
 Trooper Malon Ellis
 Trooper George Fowler
 Trooper Eugene Stevens
 Trooper George Wood

Captain Sidney Frost
 Captain Granville Seamans
 Lieutenant Earle S. Chase
 Lieutenant Foster O. King
 Lieutenant Colby Wardwell
 Sergeant Arthur Ashmore
 Sergeant George Dyer
 Sergeant Frank R. Hall
 Sergeant James McClellan
 Sergeant Daniel O'Connell
 Trooper Tristram Eaton
 Trooper Burtis Fowler
 Trooper Charles F. Marks
 Trooper Harry Thompson

TROOP A, WELLS

Captain Robert Marx
Commanding Officer

Sergeant Henry McCabe
Patrol Supervisor
 Trooper Harold Bartlett
 Trooper Wallace Clark
 Trooper Chester Emmons
 Trooper Bernard Gerardo
 Trooper Richard Keirstead
 Trooper John C. Pride
 Trooper Carroll Wilson

Sergeant Wallace Clark
Patrol Supervisor
 Trooper Francis Burgoyne
 Trooper George Eldridge
 Trooper Roger Farris
 Trooper William Hancock
 Trooper Lloyd Leighton
 Trooper Royal Spofford
 Trooper Kenneth Wood

TROOP B, WEST SCARBORO

Lieutenant Adelbert Sargent
Commanding Officer

Sergeant Edward Gordon
Patrol Supervisor
 Trooper James A. Adams, Jr.
 Trooper Stuart Anderson
 Trooper Stephen Conant
 Trooper Wolcott Gaines
 Trooper Hanes Gibson
 Trooper Richard Kelly
 Trooper John Marshall
 Trooper Stephen Regina
 Trooper Everett Sands
 Trooper Kenneth Shaw
 Trooper Ralph Staples
 Trooper Allen Weeks

Sergeant Stanley Haskell
Patrol Supervisor
 Trooper Frank Amero
 Trooper Jerome Clifford
 Trooper Russell Fletcher
 Trooper Lawrence Gauthier
 Trooper Sterling Harmon
 Trooper Fred B. Ladd
 Trooper Ralph Price
 Trooper Laurence Sanders
 Trooper Harold Schibner
 Trooper Robert Shumate
 Trooper John Vigue

TROOP C, SKOWHEGAN

Lieutenant Sherman W. Hallowell
Commanding Officer

Sergeant Roger Baker
Patrol Supervisor
 Trooper Guy Bacheller
 Trooper Camille Carrier
 Trooper Hugh J. Gallant
 Trooper Norman Hume

Trooper Forrest McIver
 Trooper Joseph Richard
 Trooper Robert Stevens
 Trooper Wilfred Tufts
 Trooper William Vanderhoff
 Trooper Harland White

BIENNIAL REPORT

Sergeant Philip R. Lincoln <i>Patrol Supervisor</i>	Trooper James Mealey
Trooper Herman Boudreau	Trooper Merle F. Robinson
Trooper Ernest A. Fish	Trooper Paul True
Trooper James Harkins	Trooper Kenneth Twitchell
Trooper Frederick Kneeland	Trooper Stephen Wentworth
	Trooper Alphonse Witonis

TROOP D, THOMASTON

Captain J. Edward Marks
Commanding Officer

Sergeant Roger Whitmore <i>Patrol Supervisor</i>	Sergeant Harry W. Brown <i>Patrol Supervisor</i>
Trooper George Buzzell	Trooper Lawrence Chapman
Trooper Harvey Childs	Trooper Arthur Farris
Trooper Ronald Faulkinham	Trooper Ray Foley
Trooper Stanley Knox	Trooper William Knox
Trooper James Milligan	Trooper Harold Mitchell
Trooper Mortimer O'Connell	Trooper Willard Orcutt
Trooper Stanley Poland	Trooper Frank W. Powers
Trooper Henry Roper	Trooper Robert Upton
Trooper Francis Whalen	Trooper Francis Woodhead

TROOP E, ORONO

Lieutenant Herbert Mariner
Commanding Officer

Sergeant Stephen Gould <i>Patrol Supervisor</i>	Sergeant Maynard Lindsey <i>Patrol Supervisor</i>
Trooper James W. Brown	Trooper Philip Brown
Trooper Harold Carson	Trooper Bernard Cheney
Trooper Vincent Donnell	Trooper J. Leland Foster
Trooper Frank Harriman	Trooper Harold Johnson
Trooper Dominique LaChance	Trooper George Mansell
Trooper Robert McEachern	Trooper Robert McKenney
Trooper Arthur McLaughlin	Trooper John Parkin
Trooper John Pinkham	Trooper Lawrence Pray
Trooper Lendell Reilly	Trooper Guy Savage
Trooper Raymond Scripture	Trooper William Upton
Trooper Wentworth Wessel	

TROOP F, HOULTON

Lieutenant Donald Herron
Commanding Officer

Sergeant Forrest L. Clifford <i>Patrol Supervisor</i>	Sergeant Edward Doyle <i>Patrol Supervisor</i>
Trooper Rufus Bernard	Trooper Earl Carmichael
Trooper John Chase	Trooper Ira Coffin
Trooper Frederick Danforth	Trooper George Graves
Trooper Theodore Grindle	Trooper Ralph Hanson
Trooper Thurston Haslam	Trooper William H. Holman
Trooper John Hutchinson	Trooper Herbert Joy
Trooper Otis LaBree	Trooper Leland Lowery
Trooper Wilmer McGowan	Trooper J. Norman Mullen
Trooper Laurence Sanborn	Trooper Richard Wentworth

MAINTENANCE AND SUPPLY

During the past two years the personnel attached to the Maintenance and Supply Division has remained unchanged, with one Commissioned Officer, one stock clerk and two mechanics at the Garage in Augusta, and a mechanic at each Barracks in Houlton, Orono and West Scarborough.

On July 1, 1950 our vehicular stock consisted of one hundred forty-four cars, one truck, ten motorcycles and four sidecars. We have since disposed of all motorcycles and sidecars and increased the number of cars by six.

During the 1950-51 fiscal year, our vehicles travelled 4,355,775 miles at a total operating cost of \$159,349.52, or a cost per mile of approximately three and two-thirds cents. This figure includes all salaries paid to members of the Division and the cost of new and replacement vehicles.

Mileage increased slightly during the second year of this biennium to a total of 4,413,130. Our operating costs increased substantially to the amount of \$214,673.78, or a cost of approximately \$4.86 cents per mile. Part of this increase was due to the increased cost of the vehicles and salary raises to the personnel, but the primary factor was the increased cost of parts and materials.

It has been apparent for some time that the stock model automobiles from the low-price field that we had been using were not satisfactory. They were not constructed to withstand the usage that patrolling officers are required to give them at times. Breakdowns were frequent; the cost of repairs was high; and the loss of time meant a loss of operating efficiency in the field. Besides this, it was necessary for our Garage and repair facilities to carry three separate types of tools, three separate stocks of motor vehicle parts, and two different sizes of tires and tubes, which built up a high and inefficient inventory. We, therefore, made a request to the Standardization Board, asking for permission to acquire specially-built police cruisers, a procedure that has been adopted in a number of states within the past

years. We felt that the increased initial cost would be offset by the necessity for fewer repairs and by increased efficiency in operation. The Board granted our request for a two-year trial period, at the end of which we will present the accrued facts and figures to them for their further decision.

The cruisers which are now being obtained for this Department are Ford Deluxe Tudor sedans with 125 horsepower V-8 motors, heavy duty ten-inch clutches, extra heavy-duty batteries, heavy-duty radiators, extra-capacity fans, heavy-duty front and rear springs, extra-capacity shock absorbers front and rear, vacuum booster pumps, heavy-duty front seats, 600 x 16 4-ply tires, directional lights, heavy-duty oil filters and heavy-duty air cleaners. The first vehicles were equipped with overdrive, but after we experienced some difficulty with the operation of this accessory on patrol, later cruisers were ordered without that equipment. We have since learned that our experiences with overdrive is in common with several other State Police organizations who discontinued such use due to mechanical difficulties. We also experimented with the various gear ratios until we found that most practical for the conditions under which the cars are used.

The cost of clothing increased from \$18,643.45 in 1950-51 to \$25,243.54 in the following year. The greater cost of cloth and accessories accounted for some of this increase, but an increase in personnel also affected the figure. Only one noteworthy uniform change was made during the biennium and that was in the shoulder patches worn on wool shirts, blouses and overcoats. We feel that the adoption of the new-style insignia patches have brightened the uniforms and made them more distinctive.

STATE POLICE

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FINANCIAL STATEMENT

1950-1951

Appropriation from Highway		\$660,596.00
Appropriation from General Fund		68,842.00
Appropriation from General Fund—Fingerprinting		10,663.00
Transfer from Highway—Salary Increases		52,512.00
Income		1,761.87
Balances Carried Forward		19,395.49
		<hr/>
Total Available		\$813,770.36
Salaries	\$460,938.52	
Pensions	45,391.51	
*Maintenance	282,958.33	
		<hr/>
		789,288.36
		<hr/>
		24,482.00
Carried Forward	12,515.37	
Lapsed to Highway	9,285.83	
Lapsed to General Fund	2,680.80	
		<hr/>
	24,482.00	24,482.00
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*General Operating Expenses	4,687.80	
Misc. Fees and Spec. Services	3,609.22	
Buildings and Improvements	16,993.09	
Disability Compensation	2,037.07	
Printing and Binding	3,707.00	
Departmental Supplies	12,831.12	
		<hr/>
		43,865.30
Clothing	18,643.45	18,643.45
Equipment		
Communication Equipment	15,722.79	
Garage Equipment	430.96	
Transportation	16,839.97	
Office and Misc. Equipment	5,736.97	
		<hr/>
		38,730.69
Fuel	2,626.28	2,626.28
Insurance	4,945.66	4,945.66
Operations of State Cars	95,209.73	95,209.73
Rents	281.00	281.00
Repairs and Material	29,186.50	29,186.50
Telephone Tolls and Service	16,367.82	16,367.82
Traveling Expenses	29,133.55	29,133.55
Utility Services	3,968.35	3,968.35
		<hr/>
		282,958.33

BIENNIAL REPORT

FINGERPRINTING OF SCHOOL CHILDREN

APPROPRIATION No. 3720

Legislature Appropriation		\$9,597.00
Transfer within fund.....		832.00
		<hr/>
Total available.....		10,429.00
Salaries.....	7,470.00	
Traveling Expenses.....	396.33	
Telephone and Meter Postage.....	122.91	
Printing and Binding.....	202.00	
Misc. Equipment.....	27.00	
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	8,218.24	8,218.24
		<hr/>
Lapsed.....		2,210.76

BARRACKS SOMERSET COUNTY

APPROPRIATION No. 5310

Legislature Appropriation		50,000.00
Printing.....	10.24	
Purchase of Land.....	1,054.30	
Building to June 30.....	19,426.21	
Tools and Work Equipment.....	1,395.73	
Improvements.....	95.00	
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		21,981.48
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Carried Forward.....		28,018.52

EMERGENCY POWER

APPROPRIATION No. 5311

Legislature Appropriation		11,650.00
Equipment to June 30.....		4,447.27
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Carried Forward.....		7,202.73

WING AT STATE POLICE HEADQUARTERS

APPROPRIATION No. 5312

Legislature Appropriation		\$35,000.00
Transfer from Appropriation No. 9023.....		1,000.00
Contingent Fund Appropriation.....		6,000.00
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Total available		42,000.00
Building and Improvement to June 30.....		18,866.33
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Carried Forward.....		\$23,133.67

STATE POLICE

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FINANCIAL STATEMENT

1951-1952

Appropriation from Highway		\$848,338.00
Transfer from General Fund.....		85,857.00
Carried Forward.....		12,398.47
Transfer from Beano.....		3,016.26
Revenue.....		3,633.47
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Total Available.....		953,243.20
Transfers within funds.....	5,942.88	
Salaries.....	549,189.92	
Pension.....	47,616.25	
*Maintenance.....	327,722.47	930,471.52
		<hr/>
		22,771.68
Carried Forward.....	14,834.16	
Lapsed.....	7,937.52	*22,771.68
		<hr/>
*General Operating Expenses.....	*6,833.02	
Misc. Fees and Special Services.....	1,370.70	
Buildings and Improvements.....	2,277.76	
Disability Compensation.....	865.15	
Printing and Binding.....	2,088.57	
Departmental and Household Supplies.....	13,787.36	
		<hr/>
		27,222.56
Clothing and Clothing Material.....		25,243.54
Communication Equipment.....	7,580.06	
Transportation Equipment.....	50,603.19	
Office and Misc. Equipment.....	6,803.82	
Misc. Minor Equipment.....	415.63	
		<hr/>
		65,402.70
Fuel.....	3,313.92	
Insurance.....	4,984.19	
Operation of State Owned Cars.....	109,481.49	
Rents.....	524.90	
Repairs and Repair Material.....	34,450.97	
Telephone, Tolls and Service.....	19,926.54	
Traveling Expenses.....	32,974.91	
Utility Service.....	4,196.75	
		<hr/>
		209,853.67

HIGHWAY SAFETY

APPROPRIATION No. 9025

Legislature Appropriation.....		10,000.00
Salaries.....	2,494.00	
Misc. Services.....	6.00	
Traveling Expenses.....	10.20	
Printing and Binding.....	226.28	
Advertising and Public Matter.....	676.02	

Exhibition at Shows.....	\$52.63	
General Operating Expenses.....	11.40	
Equipment.....	1,914.30	
		5,390.83
Lapsed.....		\$4,609.17

CONCLUSION

The word "police" has reference to that type of governmental activity which has for one of its chief objects the protection of the lives and health of all persons and the protection of all property. Primarily, this includes the enforcement of law and order, and no profession is of more vital importance to the community. The policeman, usually the first contact between the citizen and the law, has become a symbol of law itself.

Gradually the general public has grown to accept its law enforcement officers as friends and allies. The impressions the officers have made in their many contacts with the citizens they serve, has brought a due respect, not only for the individual, but for the law. The public has become used to expecting the officers to command every situation, and to relying upon their knowledge, techniques and skills.

We believe that it is not necessary to look into the distant future to see a time when the police profession is recognized as such throughout the land. The progress made towards attaining that goal is a tribute to all enforcement officials and to the citizens interested in the maintenance of law and order who have in so many ways expressed their confidence.

The Maine State Police will continue to show their appreciation for the cooperation and assistance it has received in the past and expects in the future, by living up to a creed best expressed by their initials:

M
 erit trust and confidence
 S
 ervice without discrimination
 P
 rotection for all