

ANNUAL REPORT  
OF THE  
STATE POLICE DIVISION

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Dover, Delaware  
January 1, 1947

To the Chairman and Members of the  
State Highway Department  
Dover, Delaware

Gentlemen:

I respectfully submit herewith a report of the activities of the State Police Division for the calendar year, 1945.

This report includes the important items of various police activities, as well as the responsibilities and accomplishments of each Division of the State Police.

Very truly yours,

PAUL W. HAVILAND  
*Superintendent*

**PERSONNEL**  
**DELAWARE STATE POLICE HEADQUARTERS**

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COLONEL PAUL W. HAVILAND  
*Superintendent*

CAPTAIN HERBERT BARNES  
*Executive Officer*

LIEUTENANT EDGAR F. ISAACS, JR.  
*Director, Bureau of Traffic*

LIEUTENANT CARL SCHNETTER  
*Director, Bureau of Criminal Investigation*

LIEUTENANT HARRY S. SHEW  
*Director, Training and Recruiting*

SERGEANT HORACE J. HICKMAN  
*Division of Ordnance*

SERGEANT MELVIN G. LEISURE  
*Division of Supplies*

SERGEANT CLARENCE K. LYNCH  
*Division of Safety Education*

SERGEANT ANDREW W. VAN SANT, JR.  
*Chief Statistician, Bureau of Traffic*

CORPORAL ROBERT W. CARPENTER  
*Radio Division*

CORPORAL PAUL MILLER  
*Governor's Aide*

CORPORAL AUBREY H. REED  
*Identification Division*

CORPORAL RICHARD R. SMITH  
*Chief Statistician, Bureau of Criminal Investigation*

## TROOP A

LIEUTENANT ELLIOTT HITCHEN

*Commanding*

### Corporals

JAMES A. COLE  
WILLIAM J. DAVIDSON  
HUGH P. HARRITY  
WALTER J. SHAFFER  
CHARLES. H. SHOCKLEY

### Detectives

WILBUR R. BUSH  
CHARLES M. SINGLETON  
CARL L. LAWRENCE

### Troopers First Class

FRANCIS J. CALLAHAN  
JOHN W. CONRAD  
CARL DERRICK  
JOHN C. FAHEY  
MAURICE F. FITZHARRIS  
ROBERT M. HALL  
JOHN D. JOSEPH  
RAYMOND T. KEELINS  
EDWARD H. OUTTEN  
HOWARD F. REYNOLDS

### Troopers

HARVEY A. BLOOD  
L. CLARK ELLIS  
CHARLES E. HUGHES  
ERNEST S. SPENCE

## TROOP B

LIEUTENANT JAMES E. TURNER

*Commanding*

### Corporals

WINFIELD I. COCHRAN  
EDEN F. JONES  
WILLIAM H. HORNEY

### Detectives

FREDERICK K. LAMB  
CHARLES P. POORE

### Troopers First Class

JOHN F. HERBERT, JR.  
EDGAR D. MORRIS  
LEON McCAULEY

### Troopers

JOSEPH J. CONLEY  
BURRILL F. McCOY  
JAMES D. ORVIS  
WILLIAM M. SHORT  
PAUL V. SINGLER  
SAMUEL H. P. STANT

## **TROOP C**

LIEUTENANT JAMES R. WOOD

*Commanding*

### **Corporals**

CHARLES M. CULLEN  
RUSSELL D. JONES  
GEORGE E. MINNER

MALCOLM C. ORR  
HARRY A. PUSEY  
IRVING VIENOT

### **Detectives**

JOHN W. BLIZZARD

CAZENOVE C. SEITZ

JOSEPH J. SHANNON

### **Troopers First Class**

WALTER E. SHERWIN

GEORGE P. TIDWELL

### **Troopers**

CHARLES G. ALLEN  
JOSEPH B. ALLEN  
JOHN P. FERGUSON  
HERMAN B. GRAY, JR.

RICHARD B. HOWELL, JR.  
LEROY L. LEKITES  
EDWARD H. McCABE  
JAMES A. RUDELMIER

## **IN TRAINING**

THOMAS J. CARNEY  
JOSEPH L. ECKRICH  
ALLAN C. FIELD  
JAMES P. GUNNING

VIRGIL A. HANKINS  
WILLIAM HUTCHISON  
LEO A. O'CONNOR  
CLEMMENT SCHILLING

HORACE B. WILLEY, JR.

## **PROMOTIONS**

### **Promoted to the Rank of Colonel**

PAUL W. HAVILAND

### **Promoted to the Rank of Captain**

HERBERT BARNES

### **Promoted to the Rank of Lieutenant**

ELLIOTT HITCHEN  
JAMES E. TURNER

HARRY S. SHEW  
JAMES R. WOOD

### **Promoted to the Rank of Sergeant**

MELVIN G. LEISURE

### Promoted to the Rank of Corporal

WINFIELD I. COCHRAN  
CHARLES M. CULLEN

WILLIAM J. DAVIDSON  
WALTER J. SHAFFER

### Promoted to the Rank of Detective

JOHN W. BLIZZARD  
WILBUR R. BUSH  
FREDERICK LAMB  
CARL LAWRENCE

C. PRESTON POORE  
CAZENOVE C. SEITZ  
JOSEPH J. SHANNON  
CHARLES M. SINGLETON

### Promoted to the Rank of Trooper First Class

FRANCIS J. CALLAHAN  
JOHN W. CONRAD  
CARL DERRICK  
JOHN C. FAHEY  
MAURICE F. FITZHARRIS  
ROBERT M. HALL  
JOHN F. HERBERT, JR.

JOHN D. JOSEPH  
RAYMOND T. KEELINS  
LEON McCAULEY  
EDGAR D. MORRIS  
EDWARD H. OUTTEN  
HOWARD F. REYNOLDS  
WALTER E. SHERWIN  
GEORGE P. TIDWELL

### RETIRED MEMBERS ON PENSION

BESWICK, EDWARD C. ....Twenty Years Service.....1943  
BONAFACINO, JOSEPH .....Twenty Years Service.....1941  
CONRAD, JOHN H. ....Twenty Years Service.....1944  
ELDERKIN, ROGER P. ....Twenty Years Service.....1945  
GEBHART, EDWARD D. ....Total Disability.....1945  
HAYES, HARVEY W. ....Twenty Years Service.....1945  
HESSION, OWEN J. ....Total Disability.....1942  
HOLT, JOSEPH H. ....Twenty Years Service.....1944  
KING, SUDLER H. ....Twenty Years Service.....1944  
KNECHT, WILLIAM .....Twenty Years Service.....1945  
KNOX, CHARLES B. ....Twenty Years Service.....1943  
O'NEAL, FRANK C. ....Twenty Years Service.....1945  
POWELL, SAMUEL G. ....Twenty Years Service.....1938  
RAY, HENRY C. ....Twenty Years Service.....1943  
SHOCKLEY, GEORGE K. ....Twenty Years Service.....1945  
SULLIVAN, DANIEL F. ....Twenty Years Service.....1944  
WORKMAN, WILLIAM H. ....Twenty Years Service.....1945

## IN MEMORIAM

TROOPER FIRST CLASS PAUL H. SHERMAN

Troop A, State Road

August 7, 1909

October 16, 1945

Trooper First Class Paul H. Sherman attached to Troop A, State Road, was killed when the patrol car he was operating collided with a train on the Baltimore and Ohio Railroad at a crossing near Belvidere, Delaware, on the morning of October 16, 1945. At the time of the accident he was enroute to report for strike duty at Yorklyn, Delaware.

Prior to becoming a member of the Department Trooper First Class Sherman was an outstanding athlete at York, Pennsylvania High School and Dickinson College. He was a member of the Organization for over six years, during which time he had been assigned to the State Road Troop.

On July 1st this year, in recognition of his outstanding ability as a traffic officer, he was promoted to the rank he held at the time of his death. His tenure of office was marked throughout by his loyalty to the organization, his integrity and untiring devotion to duty.

The Department keenly realizes the great loss it has sustained in no longer having his valued services. Words are inadequate to describe the grief of those who knew and worked with him.

### ORGANIZATION AND ADMINISTRATION

Several changes were made in the organization and administration of the Department during the year. These changes were necessary to provide the greatest possible degree of civil protection with the limited personnel available.

A reduction in manpower to levels lower than at any time since 1937 necessitated the consolidation of the two Troops in Sussex County and the two Troops in New Castle County. Confronted with the problem of providing the citi-

zens of the State with twenty-four (24) hour police service and the best possible protection under existing conditions, the State Highway Commission approved the consolidation of the Georgetown and Bridgeville Troops on February 1st, and of the State Road and Penny Hill Troops on May 15th.

Because they were centrally located geographically, the State Road Troop was designated as Troop Headquarters for New Castle County, and the Georgetown Troop as headquarters for Sussex County; the Troop at Dover remaining as headquarters in Kent County. The territorial boundary lines of all Troops were changed, and the County lines were made the boundaries for the respective Troops. The reduction from five (5) Troops to three (3) Troops necessitated the assigning of new Troop letters: State Road Troop was designated as Troop A; the Troop at Dover, Troop B; and the Troop at Georgetown, Troop C.

The consolidations have resulted in more efficient law enforcement and saving of manpower as men formerly assigned to Station duty became available for patrol. A greater mobile force has been effected by the consolidations and due to the three-way radio system the territories were better patrolled than formerly.

The State Highway Commission also approved a new promotional system on July 1st, which is now in effect as follows:

#### **Requirements Necessary for Promotion to Troop First Class**

1. Seven years service as a Trooper. If, however, a Trooper has performed outstanding work, taking into consideration all phases of police work for the preceding two-year period, this period of service may be waived by the Superintendent.
2. Must be qualified in all phases of the Incentive Program.
3. Work must be average or above.
4. Considered as being a fully competent police officer by his superiors, in all phases of police work.

### **Requirements Necessary for Promotion to Corporal**

1. Twelve years service with the Department. If, however, a Trooper First Class has performed outstanding work, taking into consideration all phases of police work for the preceding three-year period, this period of service may be waived by the Superintendent.

2. Has held the rank of Trooper First Class for a two-year period preceding promotion to rank of Corporal, except that Troopers who have completed twelve years service prior to July 1, 1947, and are otherwise eligible shall be so promoted. This section does not apply to anyone qualified under paragraph 1 until July 1, 1948.

3. Other qualifications relating to a Trooper First Class must be fulfilled.

Promotions and demotions of Troopers First Class, and Corporals, are made entirely at the discretion of the Superintendent.

### **Requirements Necessary for Promotion to Sergeant or Above**

1. Promotions above the rank of Corporal are made by the State Highway Commission upon recommendation of the Superintendent.

2. Recommendations of the Superintendent are based upon:

- a. Administrative ability.
- b. Qualifications for the position to which the officer is to be assigned.
- c. Outstanding work in all phases of police activity.
- d. Past record as to discipline and conduct.
- e. Ability to apply knowledge gained.
- f. Capacity for leadership.

3. No promotion to the rank of Sergeant, Lieutenant, or Captain will be made unless the officer to be promoted has held the immediate lower rank for a period of at least one year.

## Requirements Necessary for Promotion to Detective

1. A minimum of two years service with the Department.
2. Outstanding aptitude for detective work.
3. Must be qualified in all phases of the Incentive Program.
4. Considered as being a fully competent police officer by his superiors in all phases of police work.

Along with the new promotional system the following changes were made in the salary schedule:

|                                    | Monthly  | Annual      |
|------------------------------------|----------|-------------|
| Colonel .....                      | \$500.00 | \$6,000.00  |
| Captain .....                      | 295.00   | 3,540.00    |
| Lieutenant .....                   | 265.00   | 3,180.00    |
| *Sergeant .....                    | 240.00   | 2,880.00    |
| Corporal .....                     | 215.00   | 2,580.00    |
| Detective (2 Yrs. Det. Exp.) ..... | 215.00   | 2,580.00    |
| Trooper 1st Class .....            | 205.00   | 2,460.00    |
| Detective .....                    | 205.00   | 2,460.00    |
| Trooper .....                      | 196.66   | 2,359.92    |
| **Trooper (Recruit) .....          | 150-175  | 1,860-2,070 |

\*Salary for all officers below the rank of Lieutenant, except Recruits, includes incentive pay of \$20.00 per month. To obtain incentive pay, the officer is required to pass special courses in police training.

\*\*Troopers (Recruits) receive \$150.00 per month for the first six months; after six months' service, \$160.00 per month; after one years service, \$170.00 per month; after eighteen months' service, \$175.00 per month. At the end of two years' service, a Trooper receives \$176.66 base pay and is eligible for incentive pay up to \$20.00 per month.

Although there were no changes in the State Police Pension law, it is well to call attention to the fact that the present law, in effect since 1937, provides the following benefits:

1. Upon the completion of twenty years' service, such member, or a member who has reached the age of fifty-five years, is eligible for retirement and will receive for the rest of his life, payments equal to one-half the amount of the salary being received at the time of retirement.

2. Upon receiving permanent injuries of a disabling nature in line of duty, a member is eligible for retirement and will receive, for the rest of his life, payments equal to

three-quarters of the amount of the salary being received at the time of such injury, together with the cost of medical attention.

3. The widow, minor children, or sole dependent parent of any member who dies after retirement or loses his life in performance of duty will receive a pension equal to three-quarters of the amount of the salary being received by the member at the time of death. Provided, however, such pension to such widow shall be discontinued in the event that such widow shall remarry; and such pension to such minor children shall be discontinued when the youngest child shall arrive at the age of eighteen years.

### COMMUNICATIONS

During the past several years tremendous improvements have been made in police communications. Today the use of three-way frequency modulated radio has placed a powerful weapon at the disposal of the police. The war on crime and accidents has been aided immeasurably by the use of quick communications. The dispatcher at a Troop has only to press a switch and almost instantly he has all patrol cars in the area at his disposal. Within a matter of seconds cars may be dispatched to the scene of a holdup or a serious traffic accident. The criminal is apprehended quickly, or a life is saved. There is little doubt that police radio is one of the greatest weapons ever placed in the hands of the law enforcement officer.

Prior to these improved radio facilities police communications were, for the most part, unsatisfactory, and law enforcement labored under a severe handicap in its dealings with the criminal. In some instances crimes which remained unsolved in the early days of State Police work would have been quickly solved today, with the speedy arrival of a State Police officer in time to prevent the destruction of clues and evidence at the crime scene.

It is only necessary to trace the history of this Department to realize what a tremendous advantage the State Trooper of today has over his predecessor of yesteryear.

The first State Police officers, the pioneers who began the task in 1919, had little or no communications at all. The officer of that day set out on patrol and covered his territory without any contact whatsoever with his fellow officers. Practically the only accidents or crimes investigated were those the officer happened upon, or those reported to him while on his tour of duty. Later, Headquarters for patrols were built and an officer was assigned to station duty in each of them. Complaints received by means of the telephone were investigated by the officer on duty, who locked up the Station, after leaving instructions with the local operator to hold all police calls until his return.

Still later the 'Flag Stop' system was installed. The officer on duty at Headquarters, upon receiving a complaint, determined what particular officer should be in the vicinity of the crime or accident. He then telephoned to a gasoline station, garage, restaurant, or other place of business in the area and inquired whether or not the officer had passed that particular point while on his patrol. If not, the person contacted then placed a flag near the highway. The officer, upon reaching this point, dismounted from his motorcycle, telephoned to Headquarters and thus learned of the complaint.

An improvement on this system was instituted a little later. Officers were assigned to particular patrols and it became their duty to stop at the Post Office in each Town which they passed through. If a complaint had been received at Headquarters, this information would have been telephoned into the Post Office before the officer's arrival. If no complaint had been received, the officer submitted to postal clerk a card which was stamped with the date and time of his arrival.

Because of the inefficiency of these early methods of communication, a new system was later installed, known as the 'call system.' This plan made it necessary for the officer to telephone Station Headquarters at stated intervals, giving his location and inquiring whether or not there was any particular investigation to be made. While this was a vast

improvement over previous methods of communication, it still resulted in a great loss of time in arriving at the crime or accident scene. It was not until 1936 that the Department made use of radio. In that year a radio communication system was installed, which covered the northern part of the State. Cars in these areas were equipped with receivers, which received messages broadcast from fixed stations located at State Road and Dover. While this was a vast improvement over any previous communications system, it was not entirely satisfactory. Cars could only receive messages and if it became necessary for the officer on patrol to contact Troop Headquarters, it had to be done by telephone.

In 1942 all cars were equipped with frequency modulated radios and fixed broadcasting stations were erected. Three of these stations are still in service, WDSP at State Road, WJRF at Dover and WAYY at Georgetown. With the installation of this system, police communications reached a point near perfection. Troop Headquarters can contact the car, the car can contact Troop Headquarters as well as other police patrol cars. At present there are 37 radio-equipped cars in operation. Gratifying achievements have resulted from the use of this system as reflected in the reduction of unsolved criminal complaints and in better traffic control.

On November 1st of this year a standard system of coding messages was established. The system enables the dispatcher to broadcast a message in a brief, clear and distinct manner, eliminating unnecessary conversation. Now the Commanding Officer can direct his officers, although miles away, to any point where police service is urgently needed.

As an illustration of the effectiveness of three-way radio, two interesting cases occurred during the year. In the first case, Troopers early recovered one stolen automobile, prevented the theft of another and arrested a youth charged with the theft of the stolen car. The miscreant was arrested after an 8-mile, high-speed chase which started in the City of Wilmington and ended in Claymont. The Trooper

started to pursue the car while it was going north on Market Street in Wilmington about 3:00 A. M. on May 29th. At a 70-mile per hour pace the stolen car sped north, with the police car in pursuit. At Claymont the lead car slowed down and two boys jumped from it and fled into a nearby woods. The Trooper immediately radioed for assistance, which soon arrived. A cordion was thrown around the area. Meanwhile Troop Headquarters received a phone call from a resident of Claymont who stated that two youths were tampering with her car which was parked in the driveway. Officers who were working on the case were notified by radio and went to the complainant's home where the two fugitives were found hiding on the back seat of the car. Both were arrested and later admitted their guilt.

On October 4th a chase that began at high speed along the duPont Highway ended in tedious wading through the Ellendale Swamp, but Troopers finally cornered the fugitive wanted for the theft of a car in Wilmington and the robbery of a filling station in Magnolia. When the stolen car was spotted by Troopers at Georgetown, it was travelling at a high rate of speed and the Troopers gave immediate pursuit. Halted when the police car forced them onto the shoulder of the road, the driver fled into the Swamp, but his companion was caught and arrested. Two hours later, after reinforcements had been secured by means of radio, and trailing the fugitive driver through underbrush and water, Troopers finally nabbed him behind a tree. Both youths admitted that after leaving Wilmington they had robbed a service station in Magnolia of a money box containing \$15.00 and that previous to this they had stolen a car in Philadelphia, later abandoning it in Wilmington and stealing a second car from a parking lot in Wilmington.

In these instances it can readily be seen that rapid communications promote efficient law enforcement. In both cases, had the police not had the two way radio system as a means of communication it is probable that neither crime would have been solved so quickly.

Listed below is a tabulation of radio and teletype messages sent and received for the year 1945:

### Radio Messages

|                | Troop A | Troop B | Troop C | Total  |
|----------------|---------|---------|---------|--------|
| Sent .....     | 8,991   | 8,926   | 6,858   | 24,775 |
| Received ..... | 13,407  | 11,621  | 24,645  | 49,673 |
|                | 22,398  | 20,547  | 31,503  | 74,448 |

### Teletype Messages

The following States may be contacted by Teletypewriter System:

|               |               |                   |
|---------------|---------------|-------------------|
| Connecticut   | New Hampshire | Pennsylvania      |
| Delaware      | New Jersey    | Rhode Island      |
| Maryland      | New York      | Virginia          |
| Massachusetts | Ohio          | Washington, D. C. |

|                         |        |
|-------------------------|--------|
| Messages received ..... | 20,960 |
| Messages sent .....     | 1,285  |
| Total.....              | 22,245 |

## CRIMINAL INVESTIGATION

For many years, investigative methods were governed by experience gained in previous cases. The detective relied almost entirely upon what he had learned through the trial and error method to help him solve the cases to which he was assigned. The development of the police profession has been no different from any other. Today, although experience is a valuable asset, it is not the sole weapon in the hands of the detective. Everywhere, police officers in the investigative field are making use of every aid science can offer. Science, within the past few years, has completely revolutionized investigative techniques and, as new ideas are developed, techniques and methods will become changed by their use.

Within the Delaware State Police, the revolution began with the creation of the Bureau of Criminal Investigation in 1940. It was established for the purpose of centralizing all

matters pertaining to criminal activity in rural Delaware and thus, provide a central point from which criminal records could be cleared with other State and Federal agencies. As the Bureau developed, scientific aids were introduced to outwit the criminal element. These aids, together with the natural ability and hard work of the men using them, have vastly increased the efficiency of the Bureau. To bear this out, one needs only to trace the steady increase in the percentage of crimes which have been solved from 1940 to the present time.

During the war years, additional burdens were placed on the Bureau of Criminal Investigation. Many long hours were necessarily spent to cope with un-American activities, selective service violations, and other wartime duties, together with the normal criminal activities within our State.

Now that the world conflict has ended, law enforcement is faced with new problems. Crimes of all types are on the increase throughout the country, and crimes of a vicious nature have increased perceptibly. This is a reaction which was not unexpected. History records that crime has increased during the period of reconversion following every major war. As present conditions were expected, plans which had been previously formulated by the Delaware State Police to combat this menace to public safety, have been put into effect. Vigilance in this respect has been rewarded; crime increased 8.5% in rural areas throughout the United States during the year 1945, yet rural Delaware shows a decrease of 21.4% for the same period.

The serious crimes of murder, rape, robbery, and felonious assault, shows a decrease of more than 14% for the year 1945 as compared with the year 1944. The only crimes to show an increase are aggravated assaults, grand larceny, sex offenses, manslaughter, and gambling; however, this increase was slight.

An outstanding example of one of the more vicious types of crime occurred on July 29, 1945. A fifteen year old boy experienced the horrible sight of seeing his twelve year old

sister being ravished by a man in a cornfield. Shocked beyond imagination, he ran back to the scene of the crime and fired two shots at the fleeing perpetrator, but the criminal continued running and made good his escape.

The State Police were immediately notified, and after medical aid for the ravished child had been obtained, descriptions were taken from the victim and her brother. Investigation revealed very little, with the exception that it was clearly indicated that the culprit effected his escape by swimming a narrow creek, which bordered on a portion of a local Army Air Base. A short time later, guards at the Base apprehended a man in wet clothing trying to leave the Base concealed in the trunk of an automobile.

Investigation disclosed that the subject had suffered a bullet wound in his back. He was subsequently identified by the victim as being her assailant. The defendant was convicted in court and paid for his crime on the gallows.

## CRIMINAL STATISTICS FOR THE YEAR 1945

### Overall Analysis

| Crimes        | Decrease |
|---------------|----------|
| Class 1 ..... | 14.2%    |
| Class 2 ..... | 41.1%    |
| Class 3 ..... | 9.1%     |

### Cases Cleared

| Year       | Class 1 | Class 2 | Class 3 | Average |
|------------|---------|---------|---------|---------|
| 1945 ..... | 56%     | 96%     | 96%     | 82%     |
| 1944 ..... | 47%     | 95%     | 90%     | 77%     |

### Value of Property Stolen and Recovered

|   | YEAR         |              |
|---|--------------|--------------|
|   | 1944         | 1945         |
| 1. Total value property stolen .....  | \$171,673.57 | \$137,932.66 |
| 2. Total value stolen property recovered.....                                       | 102,447.26   | 112,667.92   |
| (a) Recovered by Delaware State Police.....   | 82,090.22    | 61,521.44    |
| (b) Recovered by other jurisdictions.....   | 10,660.00    | 32,745.40    |
| (c) Recovered otherwise .....   | 9,697.04     | 18,301.08    |
| 3. Percent of stolen property recovered.....  | 59.7         | 81.6         |
| 4. Value of property recovered for other jurisdictions .....                        | 53,395.00    | 87,985.00    |
| 5. Value of other property recovered.....   | 2,467.31     | 1,240.22     |
| 6. Total value of property recovered by officers of the Delaware State Police ..... | \$137,952.53 | \$150,746.66 |

## Released to Other Authorities

|                                      | 1944 | 1945 |
|--------------------------------------|------|------|
| Alabama .....                        | 2    | 0    |
| Army .....                           | 39   | 19   |
| Associated Charities .....           | 0    | 1    |
| Children's Bureau .....              | 0    | 1    |
| Delaware Colony .....                | 14   | 23   |
| Dover Police Department .....        | 1    | 1    |
| Farnhurst .....                      | 5    | 1    |
| Federal .....                        | 41   | 21   |
| Ferris Industrial School .....       | 12   | 43   |
| Georgia .....                        | 1    | 0    |
| Immigration and Naturalization ..... | 2    | 0    |
| Maryland .....                       | 21   | 17   |
| Massachusetts .....                  | 0    | 6    |
| Milford Police Department .....      | 0    | 1    |
| Navy .....                           | 18   | 9    |
| Newark .....                         | 2    | 0    |
| New Castle .....                     | 0    | 2    |
| New Jersey .....                     | 4    | 2    |
| New York .....                       | 5    | 0    |
| North Carolina .....                 | 0    | 1    |
| Parents .....                        | 90   | 70   |
| Pennsylvania .....                   | 33   | 9    |
| Perry Point Hospital .....           | 1    | 1    |
| Rhode Island .....                   | 0    | 4    |
| Saint Josephs Home .....             | 3    | 0    |
| State Board of Health .....          | 0    | 7    |
| Sussex County Prison .....           | 0    | 3    |
| Virginia .....                       | 0    | 5    |
| Washington, D. C. ....               | 2    | 1    |
| Welfare Home .....                   | 2    | 0    |
| Wilmington .....                     | 44   | 43   |
| Woods Haven School .....             | 8    | 5    |
| TOTALS.....                          | 350  | 296  |

### DISPOSITIONS OF CRIMINAL ARRESTS—1945

The following are dispositions of arrests exclusive of persons arrested for more than one offense, released to other authorities, released to Juvenile Authorities, etc. Note: In many cases, one person is responsible for more than one

offense and is sentenced for all offenses committed at one trial, thereby causing a difference in the number of dispositions as to the number of arrests made.

- 583 defendants had fines imposed totalling \$12,415.50.
- 135 defendants sentenced to 311 years, 2 months, and 21 days. (1 death sentence and 2 life imprisonments totalling 198 years.)
- 77 defendants were sentenced to prison in default of payment of fine.
- 65 defendants had cases Nolle Prossed by the Attorney General.
- 75 defendants had cases Nolle Prossed by complainant.
- 25 material witnesses were dismissed.
- 86 cases dismissed.
- 24 cases dismissed upon restitution of \$7,604.20.
- 2 defendants received 50 lashes.
- 12 defendants had sentences suspended.
- 108 defendants were paroled for 105 years and 6 months.
- 15 defendants were given indefinite paroles.
- 296 defendants were released to other authorities.
- 28 persons committed to State Institutions:
  - Delaware State Hospital .....12
  - Woods Haven School for Girls ..... 4
  - Ferris Industrial School .....10
  - Stockley ..... 2

### Auto Thefts and Recoveries

|  | YEAR |      |
|--|------|------|
|  | 1944 | 1945 |
| 1. Number automobiles reported stolen, State of Delaware (except Wilmington) ..... | 141  | 122  |
| 2. Total recovered (of Item 1) .....   | 129  | 115  |
| (a) Recovered by Detectives .....  | 32   | 12   |
| (b) Recovered by Troopers .....  | 72   | 54   |
| (c) Recovered by other jurisdictions .....   | 33   | 34   |
| (d) Recovered otherwise .....  | 26   | 18   |
| 3. Percent of stolen cars recovered (Rural Delaware).....                          | 93.1 | 94.2 |
| 4. Automobiles recovered for other jurisdictions.....                              | 39   | 55   |
| 5. Automobiles reported stolen in Wilmington, Delaware .....                       | 186  | 178  |
| 6. Automobiles recovered for Wilmington Police Department .....                    | 44   | 69   |
| 7. Total cars recovered by officers of the Delaware State Police .....             | 187  | 190  |

## Offenses Committed by Juveniles

| OFFENSE                                     | NUMBER     |            |
|---|------------|------------|
|   | 1944       | 1945       |
| Arson .....                                 | 0          | 5          |
| Assault and Battery .....                   | 4          | 2          |
| Assault to Rape .....                       | 0          | 1          |
| Break and Enter .....                       | 23         | 10         |
| Break, Enter and Larceny .....              | 35         | 52         |
| C. C. D. Weapon .....                       | 1          | 1          |
| Disorderly Conduct .....                    | 3          | 10         |
| Federal Offense .....                       | 26         | 2          |
| Forgery .....                               | 1          | 2          |
| Fugitive .....                              | 30         | 42         |
| Gambling .....                              | 1          | 1          |
| Incorrigible .....                          | 1          | 5          |
| Indecent Exposure .....                     | 0          | 1          |
| Larceny .....                               | 44         | 46         |
| Larceny Motor Vehicle .....                 | 21         | 30         |
| Malicious Mischief .....                    | 19         | 22         |
| Manslaughter .....                          | 0          | 1          |
| Material Witness .....                      | 2          | 2          |
| Miscellaneous .....                         | 0          | 3          |
| Parole Violations .....                     | 4          | 3          |
| Possession and Receiving Stolen Goods ..... | 0          | 4          |
| Rape .....                                  | 1          | 0          |
| Robbery .....                               | 0          | 2          |
| Runaway .....                               | 78         | 45         |
| Toying with Female Minor .....              | 1          | 0          |
| Trespassing .....                           | 7          | 0          |
| <b>TOTALS</b> .....                         | <b>302</b> | <b>292</b> |

## Juvenile Arrests by Age

| AGE                 | NUMBER     |            |
|---------------------|------------|------------|
|                     | 1944       | 1945       |
| 6 .....             | 2          | 0          |
| 7 .....             | 0          | 1          |
| 8 .....             | 0          | 2          |
| 9 .....             | 5          | 3          |
| 10 .....            | 13         | 8          |
| 11 .....            | 16         | 9          |
| 12 .....            | 11         | 18         |
| 13 .....            | 51         | 26         |
| 14 .....            | 52         | 62         |
| 15 .....            | 77         | 67         |
| 16 .....            | 72         | 84         |
| 17 .....            | 3          | 12         |
| <b>TOTALS</b> ..... | <b>302</b> | <b>292</b> |

DELAWARE STATE POLICE  
CRIMINAL STATISTICS FOR THE YEAR 1945 AS COMPARED WITH 1944

Number and Disposition of Offenses Known to the Police

| INFORM CLASSIFICATION<br>OF OFFENSES               | OFFENSES KNOWN<br>TO THE POLICE |             | NUMBER OF OFFENSES<br>CLEARED BY ARREST |             | NUMBER OF OFFENSES<br>CLEARED BY INVESTIGATION |             | NUMBER OF PERSONS<br>ARRESTED |             |
|--|---------------------------------|-------------|---|-------------|--|-------------|-------------------------------|-------------|
|  | 1945                            | 1944        | 1945                                    | 1944        | 1945   | 1944        | 1945                          | 1944        |
| <b>Part I Classes</b>                              |                                 |             |   |             |  |             |                               |             |
| 1. Criminal Homicide:                              |                                 |             |   |             |  |             |                               |             |
| (a) Murder and negligent manslaughter,             | 4                               | 9           | 5                                       | 6           | 1  |             | 6                             | 7           |
| (b) Manslaughter by negligence.                    | 2                               |             | 2                                       |             |  |             | 2                             |             |
| 2. Rape  | 12                              | 14          | 10                                      | 11          | 1  | 3           | 11                            | 8           |
| 3. Robbery   | 5                               | 10          | 3                                       | 3           | 1  |             | 5                             | 4           |
| 4. Aggravated assault                              | 20                              | 16          | 13                                      | 16          | 1  |             | 12                            | 23          |
| 5. Burglary--breaking and/or entering.             | 207                             | 287         | 52                                      | 91          | 58   | 22          | 91                            | 120         |
| 6. Larceny-theft (except auto theft):              |                                 |             |   |             |  |             |                               |             |
| (a) \$25 and over in value                         | 198                             | 193         | 50                                      | 54          | 8  | 13          | 51                            | 80          |
| (b) Under \$25 in value                            | 193                             | 215         | 80                                      | 70          | 20   | 33          | 145                           | 140         |
| 7. Auto theft                                      | 191                             | 226         | 55                                      | 46          | 104  | 84          | 82                            | 60          |
| <b>Total, Part I Classes</b>                       | <b>832</b>                      | <b>970</b>  | <b>270</b>                              | <b>297</b>  | <b>193</b>                                     | <b>156</b>  | <b>405</b>                    | <b>442</b>  |
| <b>Part II Classes</b>                             |                                 |             |   |             |  |             |                               |             |
| 8. Forgery and counterfeiting                      | 10                              | 25          | 2                                       | 21          | 3  | 1           | 3                             | 26          |
| 9. Embezzlement and fraud                          | 7                               | 8           | 5                                       | 3           | 1  | 1           | 11                            | 10          |
| 10. Stolen property--buying, receiving, possessing |                                 |             |   |             |  |             | 18                            | 8           |
| 11. Prostitution and commercialized vice           | 2                               | 2           | 2                                       | 2           |  |             | 1                             | 1           |
| 12. Sex offenses (except 2 and 11)                 | 32                              | 23          | 26                                      | 13          | 4  | 3           | 36                            | 24          |
| 13. Federal Violations                             | 168                             | 284         | 49                                      | 95          | 118  | 153         | 57                            | 132         |
| 14. Fugitives                                      | 89                              | 185         | 53                                      | 91          | 34   | 68          | 125                           | 124         |
| <b>Total, Part II Classes</b>                      | <b>308</b>                      | <b>527</b>  | <b>137</b>                              | <b>225</b>  | <b>160</b>                                     | <b>226</b>  | <b>251</b>                    | <b>325</b>  |
| <b>Part III Classes</b>                            |                                 |             |   |             |  |             |                               |             |
| 15. Other assaults                                 | 200                             | 242         | 91                                      | 159         | 101  | 69          | 190                           | 222         |
| 16. Weapons--carrying, possessing, etc.            | 7                               | 12          | 7                                       | 10          |  | 1           | 8                             | 15          |
| 17. Offenses against the family and children       | 23                              | 36          | 13                                      | 26          | 10   | 6           | 34                            | 44          |
| 18. Narcotic drug laws                             |                                 |             |   |             |  |             |                               |             |
| 19. Liquor laws                                    | 5                               | 6           | 5                                       | 5           |  | 1           | 9                             | 5           |
| 20. Drunkenness                                    | 150                             | 161         | 53                                      | 113         | 95   | 45          | 111                           | 151         |
| 21. Disorderly conduct                             | 410                             | 439         | 60                                      | 122         | 330  | 260         | 207                           | 257         |
| 22. Vagrancy                                       | 12                              | 12          | 12                                      | 12          |  |             | 19                            | 20          |
| 23. Gambling                                       | 32                              | 19          | 27                                      | 15          | 4  | 6           | 110                           | 63          |
| 24. Missing persons and runaways                   | 154                             | 198         | 35                                      | 56          | 95   | 102         | 61                            | 105         |
| 25. Insanity cases handled                         | 23                              | 31          | 6                                       | 13          | 18   | 21          | 3                             | 6           |
| 26. Suicide cases investigated                     | 11                              | 24          |   |             | 11   | 24          |                               |             |
| 27. Sudden deaths investigated                     | 50                              | 59          |   |             | 50   | 60          |                               |             |
| 28. Noncriminal complaints investigated            | 416                             | 414         |   | 1           | 414  | 394         | 25                            | 45          |
| 29. All other offenses not listed                  | 609                             | 666         | 32                                      | 39          | 524  | 519         | 63                            | 121         |
| <b>Total, Part III Classes</b>                     | <b>2108</b>                     | <b>2319</b> | <b>341</b>                              | <b>571</b>  | <b>1652</b>                                    | <b>1508</b> | <b>840</b>                    | <b>1054</b> |
| <b>GRAND TOTAL</b>                                 | <b>3248</b>                     | <b>3816</b> | <b>748</b>                              | <b>1093</b> | <b>2005</b>                                    | <b>1890</b> | <b>1496</b>                   | <b>1821</b> |

## IDENTIFICATION SECTION

The Identification Division of the Bureau of Criminal Investigation was established in 1939 by an Act of General Assembly. Prior to that time, there was no centralized clearing house in the State for identification and criminal records. Since it has been in existence, invaluable aid has been given to State and local law enforcement agencies in identifying suspects as well as in providing criminal courts with records so that just sentences could be imposed.

Originally, the Identification Division was set up as a separate bureau within the State Police, but in 1945, it was made a part of the Bureau of Criminal Investigation. The reason for this is obvious. Identification is closely integrated with criminal investigation activity, so much so that it may be considered a part of it. The reorganization has resulted in a smoothly operating investigative unit with a minimum loss of time in establishing identifications of persons suspected of crimes.

The work of the Identification Section is not confined to criminal identification records alone. Separate files are maintained for law-abiding citizens who desire to permanently record their identity. The Division is also responsible for the photographing of criminals, the developing and printing of negatives submitted from the field, and the maintaining of a firearms registry file.

In the latent fingerprint field, the Identification Division was directly responsible for the successful solution of eleven criminal cases through the identifications established through latent prints. Typical of these cases was one which occurred in Rehoboth Beach, Delaware. A summer home in that community was broken into and looted, and among the articles stolen were three bottles of whiskey. Footprints found in the sand leading from the dwelling to a part of the beach where prisoners-of-war were working were obviously made by shoes of U. S. Army issue.

State Police Detectives investigating the case lifted a latent fingerprint from an empty whiskey bottle which undoubtedly had been handled by the perpetrator. A search of

the U. S. Army fingerprint cards of soldiers stationed in that vicinity revealed that the latent print was undoubtedly made by the right thumb of a soldier attached to a nearby U. S. Army Base. The subject was subsequently tried before a military court-martial and convicted by the fingerprint evidence presented against him.

Another case illustrative of the value of latent prints concerns the arrest of a woman for the theft of a sum of money from another woman with whom she lived. The detective assigned to the case was able to develop and lift three fingerprints from the box in which the money had been kept. As the woman had an opportunity to commit the crime, she became a suspect and was taken to the Identification Division to be fingerprinted. Highly indignant at such a procedure and steadfastly maintaining her innocence, she was satisfied there was no evidence against her. A comparison of the latent prints with the rolled impressions, however, established a clear identification on her right index finger. Confronted with this evidence, she promptly confessed and led the detective to the place where she had hidden the money.

Identification statistics for the year 1945 follow:

|   |        |
|---|--------|
| Criminal fingerprints received .....              | 2,881  |
| Criminals with previous records .....             | 1,680  |
| 'Wanted' person circulars received .....          | 1,054  |
| Firearms registered .....                         | 113    |
| Total criminal fingerprints on file .....         | 38,414 |
| Total criminals with previous records .....       | 18,180 |
| Total personal identification cards on file ..... | 15,977 |
| Total 'Wanted' person circulars on file .....     | 9,131  |
| Total firearms registered to date .....           | 1,969  |

### ACCIDENT AND ENFORCEMENT SUMMARY

The Delaware State Police cover all of the rural area of the State and assist the police of all incorporated towns in Traffic Enforcement with the exception of the City of Wilmington. In the matter of accident reporting and summarization the Traffic Bureau of the State Police processes all reports of accidents excepting those originating within the City of Wilmington.

The statistics derived from these accident reports indicate that there occurred during 1945, 1619 accidents in which 63 persons were killed, 763 persons injured and in which there was approximately \$367,025 loss in damage to property.

This accident experience resulted in a 16.4% increase in all accidents, a 3.2% increase in deaths and a 2.1% increase in persons injured over the preceding year. For the entire State of Delaware, including the City of Wilmington, there were 72 fatalities in 1945 compared to 74 fatalities in 1944, indicating a reduction in deaths of 2.7% for Delaware.

Many interesting and pertinent facts are revealed in the complete statistical analysis of the 1945 accidents. The type of accident which contributed the most to the death rate was 'pedestrian.' Twenty-three of the sixty-two deaths, or 37% were of this type. In 1944 40% of the deaths were of this type. The reduction in pedestrian deaths may be attributed to the increased pedestrian enforcement activity but the sample is too small to definitely determine. A further study of pedestrian deaths reveals that 17 of the 23 pedestrians killed were over 45 years of age.

The war, gas rationing, and the psychology of the American people seem to have played a very definite part in the accident situation during the past year. During the first six month period when the war was being fought with full vigor, when gas rationing was in full effect, and when conservation of gasoline and automotive equipment was very essential only 22 persons were killed. During the last six month period 41 persons were killed. Indicating that approximately 64% of the fatalities occurred after V-J Day and the cessation of gas rationing.

As is always the case the greatest single contributing factor of motor vehicle accidents last year was the violation of some safe driving practice by one or more operators. At least one violation was present in 74.1% of all accidents. The most prevalent violations in order were 'speeding,' 'driving on wrong side of roadway,' 'failure to grant right-of-way,' 'failure to signal,' and 'under the influence of alcohol.'

A contributing factor to the accident problem which was aggravated by wartime conditions was the condition of the vehicles involved in accidents. A vehicle defect was present in 11.9% of all accidents. This, however, is a lower figure than the one of 14.2% which existed in 1944.

Because it was necessary for the Motor Vehicle Division to discontinue vehicle inspection during the war and the number of accidents happening because of defective vehicles was increasing rapidly, the State Police in an effort to remedy the situation changed its policy of dealing with equipment violators. Every violator after having been reprimanded for an equipment violation was required to present his vehicle to the nearest Troop within five days and show that the condition had been corrected. If the vehicle was not presented to the Troop within the required time an 'Inspection Notice' was forwarded to the owner. This notice required that the vehicle be presented to a State Inspection Lane within five days. Disregard of the notice or failure to satisfactorily pass inspection resulted in suspension of registration until inspection was passed. These 'Inspection Notices' were issued immediately if the violation resulted in an arrest or if two or more defects were present.

During 1945 the State Police issued 1457 such inspection notices resulting in 534 suspensions of registrations. The success of this program is reflected in the decrease in percentages in comparing 1945 with 1944.

In the analyzation of traffic reports many facts concerning the causes of accidents are of unique interest. Some of the ones revealed from Delaware reports of 1945 are listed below:

1. 25% of all accidents occurred at intersections.
2. 75% of all operators were 25 years of age or older.
3. 88% of all operators were males.
4. 62% of all operators resided within 25 miles of accident.
5. 75% of all operators had more than 5 years driving experience.
6. 13% of all operators had been drinking.
7. Defective brakes was the most prevalent vehicle defect.
8. 79% of all accidents happened on level and straight roadway.

9. 74% of all accidents happened in open country.
10. 67% of all accidents happened on dry roadway.
11. More accidents happened on Saturday than any other day.

Accident statistics are widely used by the Delaware State Police in their accident prevention program planning. They can also be of use and interest to others. A complete analysis is possible and available and may be secured by applying to the Superintendent.

In its efforts to control and reduce motor vehicle traffic accidents the Delaware State Police employ every facility at its command, the most effective of which is its power of law enforcement.

Several methods of enforcement are used. The traffic arrest, the traffic reprimand and as previously mentioned the motor vehicle inspection notice. All of these have considerable deterrent effect as well as an educational value. Their further effect is increased by the fact that a permanent record is kept of each operator's contacts with the law and corrective action is taken on the basis of past record by the Driver Improvement Section of the Motor Vehicle Division.

During the year 1945 members of the State Police made 6,001 traffic arrests and 62,401 traffic reprimands. This represents a slight decrease of 0.6% in arrests and an increase of 34.5% in reprimands. This record is remarkable when it is considered that in 1944 there was an increase of 39% in arrests and 105% in reprimands over 1943 and when it is shown that there were 6% less hours spent on traffic patrol in 1945 than in 1944. Another factor which influenced the total number of arrests was the relaxation of overweight enforcement because of wartime conditions. There were 700 fewer arrests made for this violation in 1945 than in 1944.

The number of arrests made for the various violations is as follows:

|  |       |
|--|-------|
| Operating motor vehicle while under the influence of intoxicants | 133   |
| Speed violations .....   | 1,130 |
| Right-of-Way .....   | 121   |

|  |     |
|--|-----|
| Wrong side of road .....                           | 182 |
| Reckless driving .....                             | 407 |
| Improper passing .....                             | 148 |
| Failure to signal .....                            | 85  |
| Improper turning .....                             | 63  |
| Disregard stop sign .....                          | 792 |
| Other sign and signal violations .....             | 44  |
| Assault and battery by motor vehicle .....         | 16  |
| Manslaughter .....                                 | 22  |
| Miscellaneous dangerous moving violations .....    | 92  |
| Light violations .....                             | 85  |
| Brake violations .....                             | 504 |
| Flare violations .....                             | 292 |
| Other equipment violations .....                   | 146 |
| Pedestrian intoxication .....                      | 167 |
| Other pedestrian violations .....                  | 6   |
| Driver license violations .....                    | 982 |
| Registration and title violations .....            | 216 |
| Parking violations .....                           | 122 |
| Overweight and oversize violations .....           | 38  |
| Operating motor vehicle without consent .....      | 64  |
| Leaving scene and failure to report accident ..... | 128 |
| Others .....                                       | 16  |

4102 or 68.4% of all arrests were made for the violations which contributed the most to the accident problem, the dangerous moving violations. This resulted in a state wide enforcement index (ratio of convictions for dangerous moving violations to personal injury and fatal accidents) of 7.2%.

Of the 6,001 arrests made last year 97% of them resulted in a conviction and a penalty being assessed and paid. The average fine assessed was \$12.78.

In summarization it is felt that the traffic work done by the Delaware State Police during the year 1945 was outstanding after considering the following facts:

1. Delaware is one of the very few states which can show a decrease in fatalities over the previous year. (When all fatal accidents in the State are counted a decrease of 2.7% is shown.)
2. An increase of 34.5% in reprimands after an increase of 105% the previous year.
3. Maintained practically the same level of arrests despite a 6% decrease in patrol strength and de-emphasis on certain violations because of war conditions.

4. Increased enforcement on dangerous moving violations by 18%.
5. Maintained an enforcement index of 7.2%.
6. Secured convictions with penalty in 97% of all traffic prosecutions.

## UNUSUAL CASES

Intelligent police work and competent investigations are expected from intelligent and well trained police officers. However, in the course of a year's time many cases are handled in such a manner as to reflect unusual credit to the individual officer, his superiors and the Department he represents.

Space permits the mentioning of only a few such cases but the few mentioned below give some idea of the quality of work which can be accomplished by capable personnel.

On October 24, 1945 about 6:00 P. M. a truck owned by Henry Dale Murray, Millsboro, headed south, was parked about 3 feet off the paved highway on the grass plot about three miles south of Smyrna. At this time the south-bound lane was under repairs. Murray and several other truck drivers were standing near the truck talking. Among these truck drivers was Allen Teague of Georgetown. It was just getting dark and passing cars were using their headlights. Suddenly a car approaching south swerved off the highway and headed straight for the parked truck. The truck drivers standing around it all ran to avoid the approaching vehicle. Teague was a little slow and jumped on the running board of the parked truck. The car sideswiped the truck throwing Teague to the ground and fracturing his ankle. The car continued on and made no effort to stop.

The other truck drivers attempted to aid Teague and one of them stopped a passing car requesting the operator to report the accident to the State Police. A Trooper was assigned from Troop B and immediately proceeded to the scene of the accident. On his arrival he did what he could to make Teague comfortable, arranged for his removal to the hospital and questioned the witnesses in an attempt to ascertain the identity of the Hit and Run vehicle.

Each witness stated positively it was a large new car and was proceeding south at a high rate of speed. It was described by various witnesses as being black, blue, green and brown. The majority of witnesses believed the car to have been a Chevrolet.

Two other Troopers arrived on the scene and helped make a systematic search for evidence. They found some pieces of metal which had been torn from the bumper of the Hit and Run car. They also found paint on the truck which had been hit, evidently left by the Hit and Run vehicle. All evidence was carefully gathered, paint was scraped from the truck at the point of impact and carefully preserved. A general broadcast was made to pick up any car which had been recently damaged.

The officers continued their investigation until they located a Chevrolet Sedan in Georgetown which was painted the same color as the Hit and Run car and which had evidently been in a recent accident. A Trooper proceeded to Georgetown to interview the operator who denied being involved in this accident and had witnesses corroborating his statement.

A sample of the paint from the suspect's vehicle together with specimens taken from the truck were sent to the F. B. I. Laboratory in Washington for comparison. In the meantime the investigating officers still continued their search for the Hit and Run vehicle. They checked all garages, service stations and repair shops in their locality. They checked the area where the accident had occurred at the same hours every day in the hope that the driver of the Hit and Run car was a local person and using the highway at approximately the same time.

On November 11, 1945 at about 4:00 P. M. a Trooper had occasion to go from Troop 'B' to Smyrna. He kept a sharp watch for a green car damaged on the right side. On this date his vigilance was rewarded by observing a green car damaged on the right side operated by Hannah A. Williams of Cheswold, Delaware. He immediately stopped this car and questioned the operator concerning the damage to

her car. She denied being involved in the accident; denied all knowledge of how the damage was received and emphatically denied she had been involved in the Hit and Run accident on October 25, 1945.

The Trooper felt this person was not telling the truth so he brought her to Troop 'B' for further questioning. Upon her arrival he compared the bits of material found at the scene of the accident with broken metal on the bumper of her car and the pieces fitted perfectly. Confronted with this evidence and informed that a sample of paint from her car would be sent to the F. B. I. Laboratory in Washington for comparison with the paint taken from the truck, Hannah Ann Williams admitted she was the driver of the Hit and Run car. She was arrested and was fined for 'leaving the scene of an accident' and 'failure to use due care and caution.'

This Hit and Run case was solved because trained officers made the investigation; found all possible evidence and knew what to do with it after they found it.

One of the Troopers while on routine patrol apprehended an operator and determined that he did not hold a valid license. The operator was tried before a Magistrate and was convicted. He was instructed that he could not drive the vehicle away until he had secured a license and the officer continued on patrol.

Later that night the operator continued on his way, illegally, and was involved in an accident in which a woman was fatally burned.

The operator in question was injured and confined to the hospital. The hospital authorities were instructed not to release him, however, during the night he left his bed and escaped from the hospital. The following day, while off duty, the Trooper who had made the first arrest saw the operator driving the car and knowing he was wanted in connection with the investigation of the fatal accident apprehended him and later he was arrested for 'manslaughter.'

This is an outstanding example of careful observation and devotion to duty regardless of the hours a Trooper is working.

The night of November 5, 1945 was very dark and U. S. Route No. 13 between Dover and Smyrna was heavy with traffic. At this time the dual road was closed due to repairs on the southbound lane and the northbound lane was being used for two-way traffic.

For this reason John S. Martin proceeding south on this highway about four miles north of Dover was being extremely cautious. Northbound traffic was particularly heavy but all drivers seemed to be as careful as Mr. Martin. He met a string of cars going in the opposite direction and all passed safely when suddenly the last car in the string swerved to Mr. Martin and before he could do more than give a twist to the steering wheel there was a blinding crash and he found himself forced off the road onto the shoulder. For an instant he was so shocked he could do nothing but try to keep his car under control and get it stopped safely. He finally brought his car to a stop between the north and southbound lane and for a moment sat dazedly behind the steering wheel trying to realize just what had happened to him.

He knew his car had been hit but the only thing he could remember was the blinding lights of the oncoming car; the shock of the impact; the sound of breaking glass and the scream of torn metal. He finally realized he had been the victim of a Hit and Run accident and was filled with a great anger at the cowardly person who had done this to him. Crawling from his car he stopped a passing motorist and told him to notify the police. This motorist notified Troop 'B' of the Delaware State Police and a Trooper was immediately dispatched to the scene. He interviewed Mr. Martin who could tell him nothing about the car which had struck him. Mr. Martin was extremely anxious to have the operator of the Hit and Run car arrested immediately and severely punished but was unable to give the Trooper the least bit of information which would aid in the apprehension.

The Trooper made a careful search of the scene and was able to find a hub cap, strip from the running board, and part of a headlight lense, which enabled him to determine the make and model of the Hit and Run car.

Contacting his Troop, the Trooper forwarded this information and a general broadcast was immediately put out for the apprehension of this type car which would show signs of being involved in a recent accident. The next day a systematic canvass of all garages, body repair shops and service stations was begun to attempt to locate the Hit and Run car. With the information gained from the evidence found at the scene, the Hit and Run car was known to be a 1941 DeSota. The Trooper contacted the Motor Vehicle Division in order to obtain a list of all 1941 DeSotos registered in Delaware. Receiving this list he started contacting each one of the owners and examined their cars to see if they showed evidence of recent damage.

On November 14, 1945 two Troopers observed a blue 1941 DeSoto at Ellis Body Works evidently for repairs. Knowing that a car of this type was being sought they communicated this information to Troop 'B'. The Trooper investigating the case was notified and he went to Ellis Brothers in Dover and examined the car there for repairs. This car bore evidence of a recent collision and the metal strip from the running board such as was found at the scene was missing.

Obtaining the license number it was a simple matter to ascertain the owner and he was contacted. He denied having an accident but stated that on November 5, 1945 he had loaned his car and that it had been returned on November 6, 1945, stating that while it was parked at a Beer Garden in Maryland someone had backed into the car damaging it. The driver was contacted and readily admitted having an accident but stated it happened in Maryland while parked at the Beer Garden. The Trooper was positive that this car was the Hit and Run car and insisted that the driver accompany him to Troop 'B' where he was questioned and

was then taken to Ellis Brothers in Dover. The strip of metal found at the scene was fitted to the running board of the car in the presence of the operator. It fitted perfectly and in the face of this evidence the operator was not able to continue his denial. He admitted his guilt, stating he had stopped shortly after the accident but as he did not believe the other person was injured or that the damage was very serious, he immediately left the scene without attempting to identify himself to the other driver and ascertain if he had suffered any personal injury. The operator of the Hit and Run car was arrested, tried and convicted for 'leaving the scene of an accident' and 'reckless driving.'

This is another case whereby a Hit and Run accident has been solved by intelligent investigation, persistence and cooperation between the officers of this Department.

### SCHOOL BUS INSPECTION

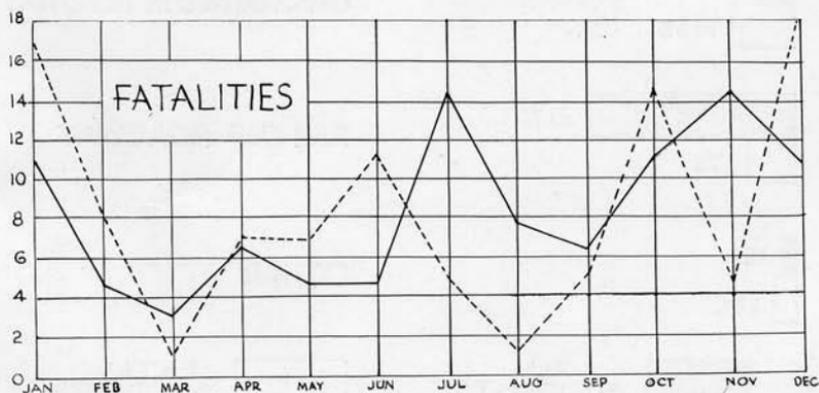
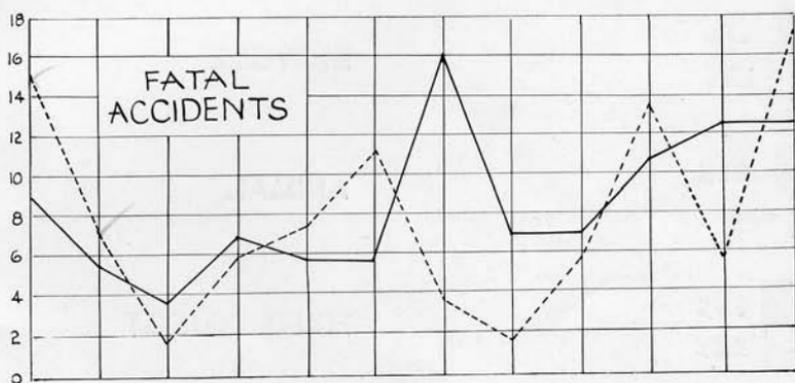
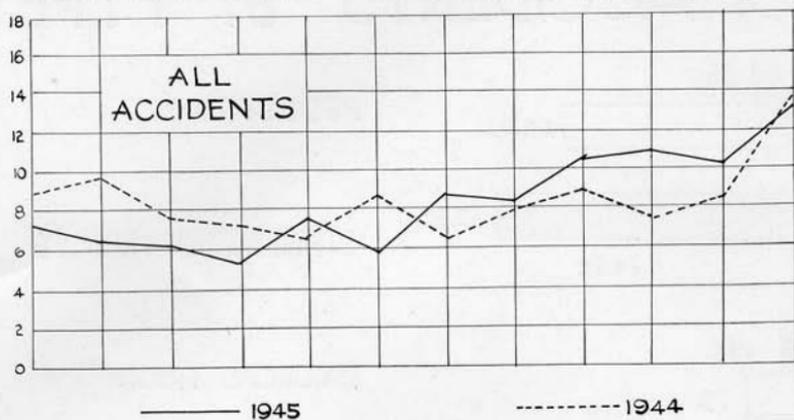
Twice during the past year the Delaware State Police cooperated with the State Board of Education and conducted an inspection of every school bus in the State. Not only were the buses inspected for equipment which is required by law but for the additional equipment required by the State Board of Education as well.

Due to the fact that compulsory vehicle inspection had been suspended during the war by the Motor Vehicle Division the condition of the equipment had deteriorated and it was possible to compel operators to remedy existing deficiencies.

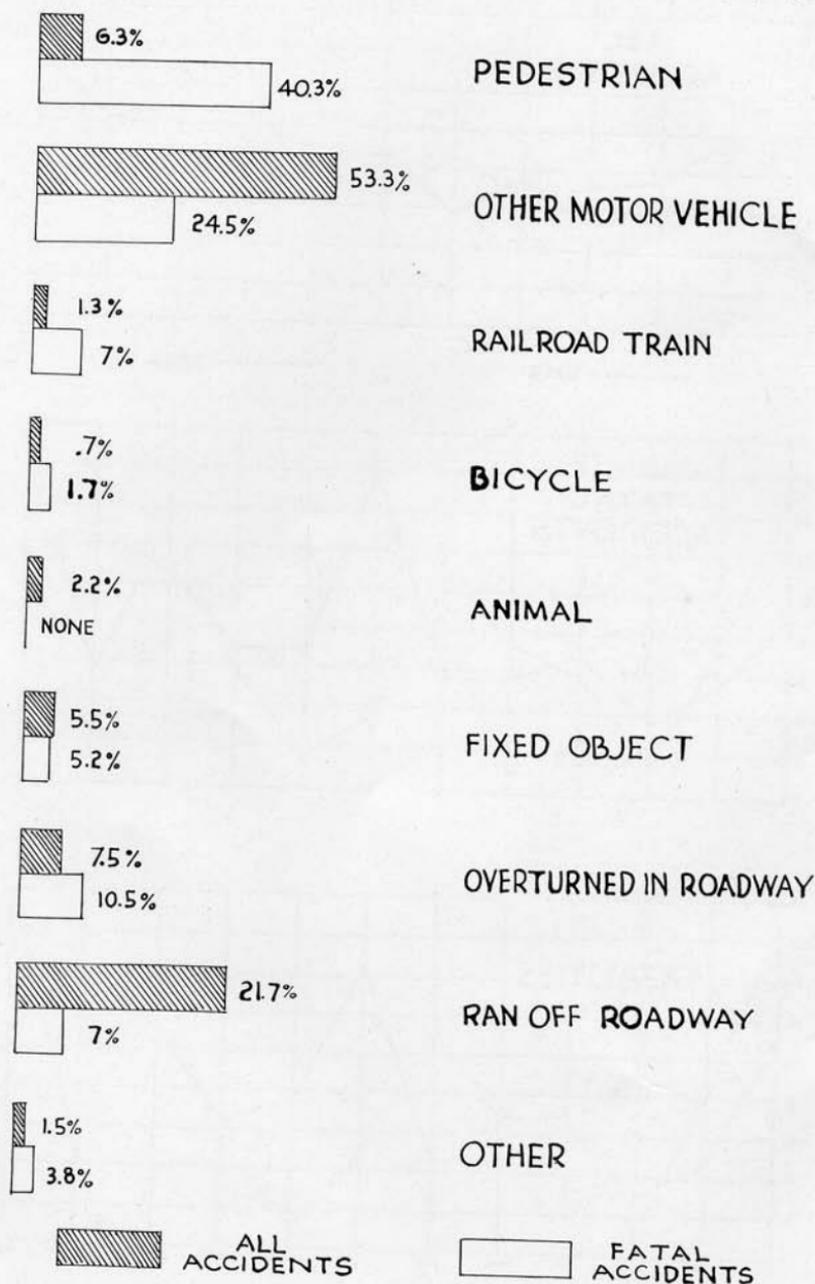
Any condition found which was in violation of State law was given rigid enforcement action. Any which was in violation of the Board of Education regulations was referred to that agency and they required correction.

By this action the State Police were instrumental in making possible the safe transportation of Delaware school children.

# ACCIDENT COMPARISON



# COMPARISON IN PERCENTAGE OF ACCIDENTS BY TYPE.



## PEDESTRIAN CONTROL

For many years the Delaware State Police have been handicapped in their traffic safety program by the lack of adequate legislation controlling the movements of pedestrians. With pedestrians annually contributing approximately 40% to the traffic death toll this has been a serious situation.

During the 1945 Legislature the State Police sponsored and had enacted legislation which clearly outlined the duties and rights of pedestrians and gave police the power to enforce these laws.

Because the correction of pedestrian habits is primarily an educational process it is expected that definite results will not appear until after several years of work. However, steps are being taken as evidenced by the 173 pedestrians arrests and 517 reprimands which have been issued by the State Police since the legislation became effective May 1, 1945.

## TRAINING

A Police Department must have well-trained and well-disciplined police officers to wage a successful war against crime and carelessness. The fight for justice and well-being cannot be hampered by stupidity among police officers because such a condition would only result in more lives being lost and more property ruined.

With the welfare of all at stake, the public, has a right to demand the most intelligent, best-equipped, best-disciplined and best-trained peace officers that it is possible for the State to provide. The Members of the State Highway Commission were mindful of this fact when they adopted the present trooper-selection program in 1942. At that time they formulated rigid requirements for every applicant, to insure highest caliber and greatest efficiency.

The Recruit Manual clearly sets forth the initial requirements for the Trooper. He must be between 21 and 27 years of age, not less than 5 foot 10 inches nor more

than 6 foot 4 inches in height, with weight in proportion, and possess a high school education or its equivalent. He must be a native born American citizen, in good health, having resided in the State of Delaware for at least two years prior to filing an application. Men who do not meet these basic requirements need not apply for positions as they will not be considered.

During the year 84 applications were received by the Department, and 36 were eliminated immediately for failure to meet all requirements; 48 of the men who met the requirements were called in for examination and given a series of qualifying examinations to test their ability and aptitude for police work. Some were eliminated for failure to pass all phases of the examinations; others, when a character investigation revealed evidences of irresponsibility or unsavory connections. Nine were employed as members of the Department and are presently in training. Past records reveal that not more than 10% of the men who applied for positions as Troopers were appointed to the Department.

Men chosen for training in the Department are given 8 weeks of intensive classroom courses and 9 weeks training in field operations for a total of 17 weeks recruit training. They study police tactics, criminal and motor vehicle laws, criminal and accident investigation, traffic control, self-defense, law of arrest, law of evidence, courtroom procedure and demeanor, public speaking, police firearms and dozens of other subjects relating to police activities.

As an additional safeguard, for no process can fully guarantee competent men, new appointees are placed on probation for two years. During this period they may be dismissed at the discretion of the Superintendent for any breach of rules or regulations, unsatisfactory performance of duties or if there is reason to believe they are not entirely suited for police work. At the end of two years, men who are retained are put on the same basis as other officers. No one can become a member of the Delaware State Police without first proving himself fit to become a part of the organization.

Because war-time conditions prevailed throughout most of the year, no in-service training classes were held. However, examination questions on various police subjects were sent out to each officer who was required to obtain the answers. Later an examination based on these questions was given the entire personnel. The average grade for the entire group was 97%, and there was but one failure.

In order to assist the local police in the various Towns of the State, a Municipal Officer's Training School was conducted for two weeks during the early part of the year. This was the first time in Delaware that such a school had ever been conducted. The school was operated by the Delaware State Police in cooperation with the Wilmington Bureau of Police and the Federal Bureau of Investigation. The only requisite for entrance was that the applicant be employed as a full-time police officer by a publicly paid Police Department in the State of Delaware.

The course curriculum included criminal and accident investigation, traffic reports, firearms instruction, law of arrest, courtroom demeanor, police courtesy, defensive tactics, fingerprinting and other police subjects. At the end of the school, eleven Town officers were graduated in a ceremony held in Dover. During the courses several of the officers attending demonstrated their intense interest in the instruction by willingly returning to their Departments to carry on their police work at night. Because of the need for training of this type, and of the success of this first school, training courses for municipal officers will become a permanent part of the State Police Training Program.

The Instructional Staff of the State Police schools are all highly trained in the various phases of police activities. The Staff consists primarily of members of the State Police, augmented by Special Agents of the Federal Bureau of Investigation Training Division and other outside lecturers. Two members of the Staff are graduates of the long course at Northwestern University Traffic Institute, and five are graduates of the FBI National Police Academy.

The Police training program for the coming year will be broader than that of 1945 because some of the conditions brought about by the war will have been removed. The continuation of careful selection methods and proper training will make police work an eagerly sought and honorable profession.

The Delaware State Police will continue to help open the way for a new era in improved police service.

### DEPARTMENTAL CONFERENCES

Two sessions in the series of Departmental Conferences were held during the year. Both sessions were held in Legislative Hall, Dover, and were attended by all the uniformed personnel of the Department.

The first 1945 conference which was the second session in the series, was held on April 24th and 26th. The program presented proved to be of even greater interest to those assembled than the program of the initial conference of last year.

With Colonel P. W. Haviland presiding, lectures on police and other subjects were made by the Departmental Staff and other lecturers outside the Department. Outstanding in the program was an address by Mr. F. V. duPont, Chairman of the State Highway Commission, who traced the development and accomplishments of the State Highway Department and outlined the program for the future. Equally outstanding was an address by the Honorable Charles L. Terry, Associate Justice of the Supreme Court of the State of Delaware who talked on proper presentation of evidence in court, and courtroom procedure and demeanor. Lectures by the Departmental Staff and members of the Federal Bureau of Investigation, an incentive re-qualifying examination, the showing of police films and a general inspection concluded the program.

The Third Session was held on October 30th and November 1st, with Colonel P. W. Haviland again presiding. Featured in the program was an address by Horace M. White

of the War Production Board, who gave an interesting lecture on 'Little-Known Industries of the Delmarva Peninsula.' This presentation was very well received and proved to be of great educational benefit to those attending. A demonstration of the new 'Record-Graph' sound recording device recently purchased by the Department, and a demonstration of the CO-Two fire extinguisher, which is to become standard equipment in all patrol cars, likewise attracted great interest. The showing of films, and lectures by the Staff and members of the Federal Bureau of Investigation completed the progress.

Inasmuch as there was no In-service training program in effect during the year, the conference afforded field officers an opportunity to review new procedures and developments. Future meetings of this type will be designed to promote close cooperation and uniformity of action, and to eliminate mistakes and objectionable practices in field operations. Even with the resumption of In-service Training, Departmental conferences will still serve a definite purpose in police activity, as they make possible a wider discussion on current problems.

### **STATE POLICE EXHIBIT**

The State Police again maintained an Exhibition Booth at the annual Kent-Sussex Fair at Harrington, Delaware, during the week of July 23rd.

The display designed by a member of the Department was larger and more elaborate than any previous exhibit of this type. While it was impracticable to keep an accurate count of the number of persons who viewed the exhibit, the attendance was estimated to be in excess of 12,000 persons.

The booth, decorated in the State colors of blue and gold, occupied a space 30 feet x 15 feet in the main exhibit building, under the grandstand. Prominently featured in the center of the display were a patrol car and a motorcycle, both equipped with the standard equipment carried in State Police patrol vehicles. A display of firearms equipment used



STATE POLICE EXHIBIT AT KENT AND SUSSEX FAIR

by the State Police, and trophies won by the Pistol Team occupied one side of the exhibit, and photographs of officials of the State Highway Department and State Police personnel, the other side. Numerous photographs of actual criminal and accident cases, and photographs of safe-driving instruction and police training were also included. A marquee 30 feet long by 4 feet high, decorated with two huge reproductions of the State Seal and the words 'Delaware State Police' stretched across the top of the exhibit, being supported by two columns representing the Criminal and Traffic Divisions of the Department. Indirect lighting throughout added to the effectiveness of the entire exhibit.

Those who visited the booth were impressed by the wide scope of modern police activity and the complete equipment used by the Delaware State Police. The interest with which citizens regard a Police Department was indicated by numerous inquiries and comments made by them.

Because of the unusual interest the exhibit attracted, upon the close of the Fair it was moved to the City of Wilmington and put on exhibition in a local automobile showroom for a period of two weeks. Spectator interest was also unusually high at this exhibition, being estimated to be in excess of 5,000 persons.

## **FIREARMS TRAINING**

Training in marksmanship is one of the most important phases in police training today. For the protection of his own life, as well as the lives of others, the peace officer must become proficient in handling firearms, as he never knows when, on the spur of the moment, he may be called upon to face the blazing gun of a killer. True, many police officers have carried guns for years without ever having had to face the occasion when shooting became necessary, but every officer must constantly be on the alert for those few moments which may mean life or death.

Too many police departments today are carrying on their honor rolls the names of men listed as killed in the

line of duty who would have been alive today had they been more alert and better trained in the use of firearms. These men were not entirely responsible for their fate, as much of the blame could be placed on the police department itself for failing to provide adequate firearms training. All too often the police officer is issued a firearm with little or no instruction in its use. There have even been instances of officers not knowing how to load or unload the sidearm issued to them. Every officer should be trained not only in the skill of shooting but also in the proper care of firearms. A rusty shell, a dirty gun or a fault in the mechanism may spell death at any time.

The State Police Department in 1942 was confronted with the necessity of revamping the firearms training program then in effect to meet the threat posed by the modern criminal. Prior to that time the program consisted almost entirely of instruction in the use of the 38 caliber revolver using the bull's eye type of target. This program did not give the officer adequate training for the type of situation he might be called upon to face in performance of duty. Modern police firearms training stresses the quick-draw firing at man-size targets from various positions and using whatever protection is available at the moment.

To provide this type of training, the Department adopted the F. B. I. Practical Pistol Course consisting of 50 shots, using the man-sized silhouette type of target. Featured in this course are quick-draw firing from the hip, firing from prone and sitting positions at distances varying from 25 to 70 yards, and firing from behind barriers alternately using the right and left hands. Scoring is based on the kill value of the area of the portion of the body struck by the bullet.

To provide more quick-draw and double action firing, the Department devised a hip shooting revolver course, also consisting of 50 shots using a silhouette target. Firing from a distance of 7 yards, the officer draws and fires from the hip, groups of from 1 to 5 shots according to the com-

mand given. The course has resulted in greatly improved accuracy of fire and speed in drawing. The minimum qualifying grades on the Practical Pistol Course were set at 60% and on the hip shooting course at 84%.

Instructions were also provided in the use of the Thompson and Reising Submachine guns, the 12 guage riot gun and long and short range gas guns. As the war progressed however, ammunition for these types of weapons became more and more difficult to obtain and finally actual firing had to be discontinued. In the coming year, if ammunition of this type can be procured, this phase of firearms training will be resumed.

Prior to this year, the indoor firearms program consisted of the firing of 22 and 38 caliber revolvers, using the bull's eye target. This year a new indoor course was devised. The new course consists of 25 shots, using the 22 caliber revolver on the 50-foot silhouette target which is reduced accordingly in size from the 60-yard target. Scoring is based on the same values as in the outdoor Practical Pistol Course. All shots are fired from a distance of 50 feet from the prone, sitting and standing positions. In the standing positions both the left and right hands are used at varying times. The minimum qualifying score is set the same as in the outdoor practical pistol course, namely 60%. Throughout the year the personnel of the Department qualified 100% in the hip shooting and 97% in the practical pistol course and the new indoor course.

The Ordnance Division not only provides instruction in the use of all types of police firearms in both recruit and in-service courses, but also has as its responsibility, the repair of all departmental firearms and the reloading of 38 caliber ammunition. All firearms issued to field personnel are periodically inspected to insure perfect working order. If found to be defective or in improper order, they are repaired by the Ordnance Division.

## SAFETY THROUGH EDUCATION

The Safety Through Education Program inaugurated in 1939, is divided in four parts, namely Student Driver Training, Driver Licensing, Driver Improvement and Safety Instruction. The Driver Improvement and Driver Licensing phases of the program are supervised by a member of the State Police who works under the joint supervision of the Superintendent of State Police and the Commissioner of Motor Vehicles; the Driver Training and Safety Instruction phases are supervised by the same member of the State Police and directed by a commission of three representatives—a member of the State Police, a representative of the Delaware Safety Council and a representative from the State Board of Education.

The program thus far has worked very well, being broad enough in its scope to reach persons of all ages and groups. It is recognized as an integral part of the Accident Prevention Program and has been of material assistance in the saving of lives and property. In the years to come it would be reasonable to assume that the Safety Program can become the most effective single factor in the reduction of highway accidents.

The Student Driver Training program reaches nearly all the high schools in this State. The program works on the premise that if students are taught to safely operate a motor vehicle in their youth, they will form safe driving habits as they grow older. Youth is the age where habits are formed, and as maturity is reached, habits become fixed. The sole purpose of the Driver Training Program is to train the student in the practice of safe habits and so eliminate accidents later.

Today there are 814 high school students enrolled in the Driver Training program. The course includes thirty (30) hours instruction in the classroom and from 8 to 12 hours instruction behind the wheel. Upon completion of the course, each student is presented with a certificate which entitles him to an operator's license providing the vision test

is passed. All of the other regular driving tests are waived, providing the certificate is presented to the Motor Vehicle Department within a period of sixty days from the date of issuance.

The Drivers License Division has as its main purpose the licensing and control of drivers who use the streets and highways of this State. Nearly anyone who is sound in body and mind can learn to operate an automobile and can obtain a license for that purpose. To avoid accidents, however, the operator must learn to drive well enough, not only to avoid hitting someone or something, but also to steer clear of unskilled or reckless drivers who may be using the highways at that time.

The safe motorist adjusts his driving to conditions on crowded streets or highways, in rainy or snowy weather, or on slippery roads, he must be more alert and drive more carefully. It must be recognized that driving an automobile is a privilege, and the fact must be impressed upon every driver that he must take as much pride in safe driving as in any other accomplishment.

Last year there were 13,797 examinations given to applicants for licenses. The principle causes of failures were: Defective Vision, for which there were 58 or .4% failures; Inability to read and understand road signs, which was failed by 89 or .5% applicants; Lack of knowledge of the rules and regulations of safe driving, in which there were 1987 or 14% failures. Of the 13,797 applicants examined, 2480 or 18% failed the driving test.

The motor Vehicle Division at Dover maintains complete driver record files on all Delaware operators. Case histories on problem drivers are accumulated for the purpose of interviews. Copies of arrests and reprimands issued by the State Police, the Wilmington Department of Public Safety and various Town Police Departments throughout the State are received by this Section for sorting and filing in the driver's permanent record. The supervisor of the Driver Improvement Section works closely with all law enforcement officers in the State in handling the habitual violators of the traffic laws.

During the year the Driver Improvement Section issued 420 safety warning letters to drivers with bad driving records. There were 137 interviews of drivers who had previously been warned by letter but had apparently disregarded the contents of them. Sixteen drivers were called in for special examination to determine the basis of their poor safety record. A total of 41 licenses were suspended by departmental action, which does not include mandatory revocations of licenses. In addition the Driver Improvement Section issues a weekly bulletin listing all current suspensions and revocations of licenses, which is sent to all law enforcement agencies in the State.

During the year the Delaware State Police made a special effort to bring a message of safety to all communities in the State; lectures were made before youth organizations, civic clubs and schools by speakers from this Department. A total of 136 hours was devoted to this activity, which consisted of 58 lectures attended by 14,366 persons.

### **DIVISION OF SUPPLIES**

The Division of Supplies, located at Headquarters, State Road, procures and dispenses all supplies used by the Department, including automotive supplies and repair parts. The shortages caused by the war have made it difficult to locate some items necessary for the operation of the Department but substitutes for unavailable items have, for the most part, been located and have been used with some degree of satisfaction. Over 150 different items are stocked in the Division of Supplies, ranging from uniforms and other wearing apparel to office and janitor supplies. A strict inventory is kept at all times so as to prevent any stock from becoming depleted.

There were 37 radio-equipped State Patrol cars in operation as of December 31, 1945, which were used for 1,671,644 miles of patrol. The cost of replacement parts installed throughout the year totalled \$7,417.10.

Prior to this year, police patrol cars were not equipped for emergency duty. Gas weapons, heavy firearms, wrecking bars, axes and other equipment used in emergencies had been available only at the Troop. To eliminate loss of time, and afford greater public protection, new equipment was purchased and placed in the patrol cars so that now the Trooper on patrol is equipped to handle almost every type of emergency.

A special rack was built for the trunk of each car and the following equipment is now carried at all times while on patrol:

- 2-Mile Lights
- Tear Gas Grenades
- Axe
- First Aid Kit, Splints and Blanket
- Tow Rope
- Oil Lantern
- Broom
- Shovel
- Red Flags
- Wrecking Bar
- Gas Mask
- Oscillating Light (carried in trunk when not being used, quickly mounted on hood of car with two wing nuts)

In the interior of the car, within easy reach of the driver is the following:

- 1 riot gun
- 1 C-O-Two squeeze grip fire extinguisher
- Supply of 15 minute red flares, mounted in special container under dash.

In addition to the above equipment, Car No. 40, located at Troop B is equipped with a Bogen Amplifying System, controlled by a microphone from the interior of the car. This car can be used to advantage in strike or other emergency duty and also in the Pedestrian Safety Program.

Other equipment purchased during the year includes a 16 mm. sound motion picture projector. This has been used to great advantage by the Training Division, as police training films have a very definite purpose in a training program.

An amplifying unit equipped with various types of microphones and an automatic record of transcription changer was also purchased. This has been used during Departmental Conference Sessions, Training Sessions and other Departmental Meetings.

A new-type sound recording device was purchased for the use of the Criminal Investigation Division. This instrument which records sound on film has many uses in the investigative field. It will not only record conversation spoken into a microphone, but can be set to record any sound in a large-sized room. It can also be used to record telephone or radio conversation.

The State Police at the present time, are using the best equipment available for the reason that proper equipment is an invaluable aid to efficient law enforcement. As improvements are made in the future, the Department will provide the best of equipment to efficiently get the job done.