

on guard!

DELAWARE STATE POLICE REPORT

A Delawarean last year was able to buy himself one of the three best State Police organizations in the United States for an investment of something under ten cents a month.

That is what it cost him for the 178-officer Delaware State Police organization to do a job that again earned it the "Outstanding Achievement Award" from the International Association of Chiefs of Police in cooperation with the National Safety Council.

The award was one of only three presented in 1957 for highway safety accomplishments. Other winners were the states of Washington and North Carolina.

From a meager start in 1919 when unpaid volunteer highway constables kept the watch, the Delaware State Police division of the State Highway Department has made every penny count even as it climbed to nationwide recognition.

Behind this climb is a program that can be summed up in two words: "Education" and "Enforcement." There are people in Delaware today who wouldn't be alive if it weren't for the fact that this program had been so successful in 1957.

TO EDUCATE

To educate, however, the State Police realize that the teacher himself must first learn. In 1957 the division inaugurated a program for training police officers from municipal police departments outside the city of Wilmington. The city and town officers attended the State Police Academy, where they were enrolled along with State Police recruits. Newark, Dover, Lewes, and Seaford now boast municipal officers who have been graduated from the 17-week course. Along with them were 15



COLONEL JOHN P. FERGUSON
Superintendent

State Police recruits who have been added to the organization.

The 16th annual In-Service Training School was held during October 1957, and the division also sent 14 men to schools and seminars outside of the State. Two of the men graduated from major advanced police schools.

In addition to training authorized law enforcement agents, the State Police firearms division provides supervised training in handling of firearms for small police departments, bank guards, and other private and public security forces. This training is given through the State Police Pistol Club, organized several years ago.

The club in 1957 had an active membership of 150. Its second annual two-day National Rifle Association pistol match held in May drew 140 contestants and its seventh annual Delaware State Police pistol match in October drew over 200 police entrants from various states. The firearms division also staged eight demonstrations and continued the policy of having each Delaware state trooper qualify every month.

The monthly qualification requirement paid off for the DSP pistol team, earning it four team trophies, four individual trophies, and four medals in the 15 pistol matches it entered during the year. At home, Troop #2 copped the Inter-Troop Shoot for the second straight year.

PROTECTING MAN FROM HIMSELF

The Traffic Law Enforcement Division made good on its objective of inducing safe, legal driving habits by consistently requiring the kind of conduct that forms the basis of these habits.

The troops carried out the enforcement program in 1957 by arresting 26,677 persons, including 754 pedestrians, for traffic violations, an in-



crease of 16 per cent over 1956. They issued 140,139 traffic reprimands for unsafe driving practices or defective equipment, and 8,504 reprimands for pedestrian violations.

Radar was operated extensively throughout the State and resulted in 9,277 arrests for violations of the speed law.

The State Police studied the problem of the drinking driver and found that when enforcement against drunken drivers is rigidly applied, accidents decrease. Their work earned further plaudits from other police safety organizations. The records show that 828 were arrested in the State for operating motor vehicles under the influence of alcohol, an increase of 55 per cent over 1956.

This record is saving the average Delaware motorists money. Because of the lower traffic accident rate, he is paying lower insurance automobile premiums than his fellow motorists in the neighboring states.

Accidents outside the city of Wilmington were reduced by 5 per cent compared to 1956, with fewer persons injured and the number of fatalities held in check. The same number of people, 83, died in accidents in 1957 as in 1956, but the number of fatal accidents was three less than the 75 recorded in 1956. Injuries totaled 1,175 for the year, 118 less than in 1956. Eighty-two fewer accidents involving property damage were recorded.

The other fellow is not always to blame: three of the major classes of accidents—1) struck fixed object, 2) overturned in roadway, 3) ran off roadway—accounted for 25 per cent of the total.

In an effort to determine the causes of the majority of these accidents, the department continued its policy of requiring troopers to obtain blood samples of all victims and to request a sample for an intoximeter test of all principals involved in fatal accidents.

New headquarters on Route 13 near Dover.



Delaware State Police Training Academy graduates watching Lt. Clark Ellis score target.

The killer—Alcohol

They found that alcohol was a factor in 61 per cent of the fatal accidents. This is higher than the reported national average, but it reflects favorably on the investigative procedure which brings it to light. The Department and the State have received national recognition for their work in ridding Delaware highways of the drinking driver problem. Many other states are planning to adopt the procedures developed by this state.

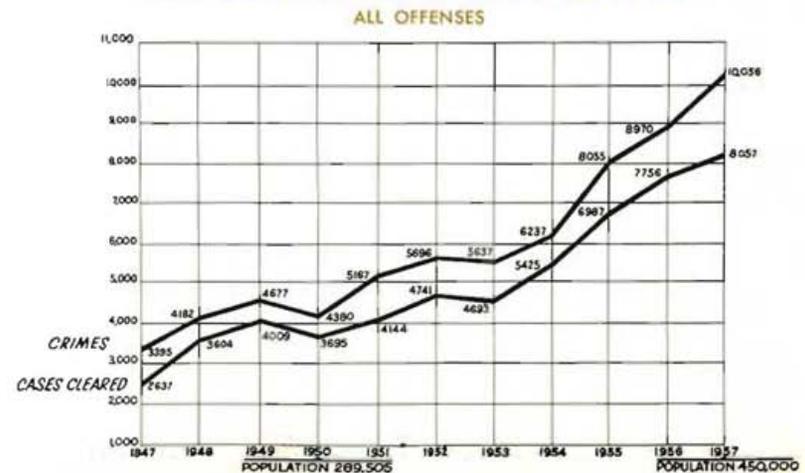
The State Police, realizing that traffic safety must be taught to the driver, has developed an extensive program designed to acquaint the public with traffic laws and safe driving practices. This is done by having troopers give lectures, appear on radio and television, and by issuing press releases . . . all promoting safety through education.

The Youth Bureau of the Delaware State Police is the only one of its kind in the country at this level. The Michigan State Police are expected to follow with a Youth Bureau this coming spring.

Captain Sterling E. Simonds and Sergeant John F. Herbert inspecting miniature crime scene model at Delaware State Police Training Academy.



CRIME TREND OF DELAWARE STATE POLICE 1947 TO 1957





Sub-station 4A on
Route 14, Rehoboth.

Tell tale Prints

In their enforcement role, the Delaware State Police found themselves as dependent as ever on their Bureau of Identification. Fingerprinting continued to be vital in both the prevention and the solving of crime.

This was evident in the role played by the Bureau in helping to clear up several outstanding cases, including the four-year-old murder of Samuel P. Chickadel, a part-time taxi driver found robbed and brutally beaten in 1953. Suspects picked up on information in 1957 were linked to the murder because the Bureau had picked up and filed away latent prints found at the scene of the crime.

Dover police were able to solve a series of robberies when the Bureau's facilities enabled them to connect a suspect with the scene of several of the crimes.

The Bureau also was instrumental in identifying four fugitives from other states and five bodies, four of them victims of drowning, from fingerprints in its own files.

The Bureau showed a slight decrease in the total number of prints received from all sources in 1957, but the number of prints received from the five State Police troops increased 29 per cent.

In all, the Bureau recorded 6,121 sets of fingerprints. Photographic service and firearms registration each increased 36 per cent.



Speed and drink = 1 death

CRIME UP

Crime rates jumped in Delaware as they did everywhere else and the need for these various phases of State Police operation was never more evident. The Bureau of Criminal Investigation and Identification reported crimes in rural Delaware had nearly tripled in the last ten years.

A record of 10,956 offenses were committed in 1957, against 3,395 for 1947. One major reason for this was the heavy increase in population throughout the State.

But though the crime rate climbed steeply, the Criminal Division staff has been increased by only 9 men over the 21 it had in 1947. The need for legislative action to authorize the recruiting of additional men is apparent.

The crime rate for 1957 increased 8.9 per cent. But the Delaware State Police kept abreast of the increase, clearing, either by arrest or investigation, 8,957 of the 10,956 offenses—far above the national average.

Through the year they were faced with 14 murder and 15 rape cases . . . all of which they cleared. Aggravated assault cases more than doubled over the year, with 53 compared to 22 for 1956. Both burglaries and automobile thefts also showed an increase. But the auto thieves practically labored in vain in 1957, as the State Police recovered 150 of the 163 cars reported stolen.

Besides defending citizens from the criminal element, the State Police are kept busy protecting the citizen from himself. Traffic Bureau figures show that fewer persons were killed in auto accidents, fewer were injured, and less property was damaged—through the efforts of the State Police.

STARTING YOUNG

The Youth Bureau aims toward a program of prevention and attempts to keep juveniles from breaking the law and piling up court records.

A Police Juvenile Contact Report form was adopted on a trial basis in New Castle County this year. Troopers forward information to the Youth Bureau of all contacts with juvenile delinquents when, through investigation, they feel some process other than arrest will best help the juvenile.

The State Police Division succeeded in cutting down a minor crime wave involving the stripping of automobiles when it established Sub Troop 4A, a substation on the outskirts of Rehoboth Beach. Since then the substation has proven its value and has been continued on a permanent basis.

The Division continues to grow with the increasing demand for its services. A major help to its growth was the \$800 yearly pay raise, making it easier to recruit and hold qualified personnel. Thirty new cars were purchased, bringing the total of vehicles operated by the troopers to 96.

In 1957 these vehicles logged a record 3,045,525 miles while enforcing the law . . . a record sure to be topped in 1958.



The sign reads
"No parking at any time"
1 death, 3 injuries.