

STATE POLICE REPORT

CALENDAR YEAR—1950

FOR STATE HIGHWAY

REPORT—FISCAL YEAR 50-51

September 1, 1951

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

Gentlemen:

I respectfully submit herewith a report of the activities of the State Police Division for the calendar year 1950.

The report includes the important items in each of the State Police Divisions.

The excellent support and assistance rendered by the members of the State Highway Commission is sincerely appreciated.

Very truly yours,

Colonel Harry S. Shew
Superintendent

ADMINISTRATION AND ORGANIZATION

During the latter part of 1950 greater demands were made upon the services of the Delaware State Police because of the increased tension in the world situation. September of 1950 marked the beginning of the organizing and training of Civil Police by this Department as part of the Civil Defense Program. In addition, many demands were made by Federal Agencies for assistance in making investigations because of the national emergency.

Upon the retirement of Colonel Herbert E. Barnes, Superintendent, the State Highway Commission appointed Major Harry S. Shew as his successor. On March 1, 1950, Major Shew was delegated Acting Superintendent, which rank he held until June 15, when he was promoted to the rank of Colonel and Superintendent.

As always, the Delaware State Police have been aware of their basic responsibilities — traffic law enforcement and highway safety. In August, recognition of the fine record of traffic law enforcement was made with the awarding of a plaque by Colonel Franklin M. Kreml, Director of the Northwestern University Traffic Institute. In the nationwide contest conducted by the International Association of Chiefs of Police, Delaware tied for first place with the State of Connecticut. Colonel Kreml, who is also a representative of the International Association of Chiefs of Police, presented the plaque to Governor Elbert N. Carvel, who in turn presented it to Colonel Shew.

Corporal John P. Ferguson of Troop #4, Georgetown, was awarded a fellowship by the Automotive Safety Foundation for a four and one-half month traffic course at Northwestern University Traffic Institute, Evanston, Illinois, after being nominated by this Department through a series of competitive examinations. In winning this award, Corporal Ferguson was one of eight state police officers throughout the nation to be so selected.

Every member of the Department attended a one week course in the science of fingerprinting, which was conducted in Dover by the Federal Bureau of Investigation. This was in addition to the annual In-Service School which featured Civil Defense in its various phases.

During the year, as a cooperative function between this Department and that of the Motor Vehicle Department, a school was conducted for the State Driver License Exam-

iners. All examiners of the Motor Vehicle Department attended and successfully completed this course.

The Department was saddened by the untimely death of two of its active members and one of the retired officers during the year.



JAMES DELMAS ORVIS

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Detective Orvis was stricken while attending a seminar on "Homicide Investigation" at the Harvard Medical School. He had completed the course and was returning to his hotel room in Boston, Massachusetts, on Friday afternoon, November 17, 1950, when he collapsed from a heart attack.

Detective Orvis was appointed a member of the Department on July 1, 1942, was promoted to the rank of Trooper First Class on June 1, 1947, to Corporal on April 15, 1948, and assigned as a Detective on July 1, 1949. Detective Orvis, while with the Department, was assigned to Troop #3, Dover.

While with the Department, Detective Orvis was highly regarded by all the men with whom he worked. As an officer he was well liked by the public and was a very sincere and conscientious officer. He will be greatly missed by the Department, and long remembered by his friends as the most gracious of hosts.



LEROY LYNCH LEKITES

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Corporal LeKites met an untimely death in line of duty on Friday, January 13, 1950, at Frankford, Delaware. While investigating a serious accident he was struck and killed by an approaching motorist. Corporal LeKites was appointed a member of the Department on October 25, 1943, was promoted to the rank of Trooper First Class on August 15, 1947, and to that of Corporal on March 15, 1949. While with the Department, Corporal LeKites was assigned to Troop #3, at Dover, and Troop #4, at Georgetown, where he was assigned at the time of his death.

Because of his pleasant personality, Corporal LeKites made many friends in the Department as well as outside of it. He will be sadly missed by the members with whom he worked and the public he served so well.



FRANK CREADICK O'NEAL

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"Peg," as he was affectionately known by his fellow officers, died of a heart attack on November 18, 1950, at his office in Harrington, Delaware.

Mr. O'Neal was first appointed to the Department as a Trooper on May 16, 1925. While with the Department he was assigned to the stations at Dover, Georgetown and Bridgeville. He saw the Department grow from that of a small group of men assigned mostly to detecting overweight trucks and damages to the highways, to one of the outstanding state police organizations in the nation. His sincere interest contributed to a great extent in the successful growth of the Department.

After his retirement he was appointed magistrate at Harrington, where he continued to keep in close contact with

the members of the Department, which post he held until the time of his death.

* * * *

The retirement of two officers on pension occurred during the year, one after completing twenty years of service, and the other after suffering a physical disability.

As it was felt that the men in charge of major divisions should hold a rank higher than that of Field Captain, the rank of Staff Captain was created. Edgar F. Isaacs, Jr., Director of the Bureau of Traffic, and Carl Schnetter, Director of the Bureau of Criminal Investigation, were elevated to that rank.

The new Troop, located at State Road, was opened on September 23, 1950, at which time personnel and equipment were moved from the old Troop near-by. This is the first new building since the completion of Troop #5, Bridgeville, on July 1, 1939. It is hoped that this will mark the beginning of the replacement of some of the inadequate troop buildings.

Other items of interest include the recalling of Corporal Joseph R. West to active service in the United States Army. Corporal West had been assigned to Troop #1, Penny Hill, for a number of years. Corporal L. Clark Ellis, assigned to Troop #2, was honored on June 30 when he was awarded the James W. Gerard Trophy for the highest individual score shot in a four-man team match at the New York Mirror's Eighteenth Annual International Pistol Tournament held in Teaneck, New Jersey. Corporal Ellis scored 300 out of a possible 300.



NEW STATE POLICE TROOP AT STATE ROAD

COMMUNICATIONS

In the past several years great progress has been made in the Radio Division toward better, more dependable and quicker communications. Every effort to maintain all equipment operating at peak efficiency has been made by adding advancements made in the field of communications, continued instruction of personnel in proper operation, and positive preventative maintenance. In addition to radio equipment, all amplifiers, intercommunications systems, paging systems, recording machines, emergency electric power plants and other emergency equipment are maintained by the Radio Division.

With the completion of the new Troop at State Road, a complete intercommunications system was installed, connecting all offices as well as the garage. This system enables the Troop Commander, or officer in charge, to keep in contact with all Troop personnel. Amplifiers were installed so that the officer assigned to weighing trucks on either side of the building would be able to talk directly to the operator of these vehicles. A new and modern remote control unit for operating the main radio transmitter was also installed.

Improvements and additions have been made in the equipment carried on the Emergency Vehicle. A fifty-foot, manually operated, collapsible tower has been added to increase the range of the radio transmitting and receiving units. Since this equipment is mobile, it can be taken to any location where needed in the event of power failure or disaster and operate as a complete emergency police headquarters.

COMMUNICATIONS STATISTICS

	Year Ending Dec. 31, 1949	Year Ending Dec. 31, 1950
Radio Messages Sent	47,629	43,296
Radio Messages Received	203,627	185,884
Teletype Messages Sent	1,346	1,509
Teletype Messages Received	24,850	20,568
Fixed Radio Stations	5	5
Radio Equipped Cars	61	61
Portable Equipment	2	6
Coordinated Services	8	14

TRAFFIC BUREAU

In rural Delaware, there are 3,924 miles of public highways, 503 miles of primary roads, 1,223 miles of secondary roads, and 2,198 miles of local roads. Delaware highways

are considered to be among the finest in the nation, and serve as an attraction to many out-of-state motorists. The State also offers a variety of scenery and vacation pleasures within a small area, all easily accessible by modern highways. These attractions, plus the fact that Delaware Highway #13 is part of the main route from Florida to Maine, accounts for the large amount of transient traffic, which places an additional burden upon the traffic problem.

With an estimated increase of 9% in miles traveled, as well as an 8.2% increase in new car registration in this State, Delaware was able to finish the year with an increase of only 3 traffic fatalities over 1949 figures, a 4.2% increase as compared to a national increase of 11%.

In 1950, the State Police patrolled 2,313,606 miles, a decrease of 45,952 miles as compared to 1949. Part of this decrease can be attributed to special assignment of trooper personnel to manual traffic direction at school crossings in New Castle County. In Troop #1 territory, four men, or all available men for patrol on the 8:00 AM to 4:00 PM shift, are assigned to this duty. In Troop #2 territory, five out of six men available are also assigned to school crossing duty. As a result, many times there are no officers available in these troop territories during school hours to respond to other police work.

MOTOR VEHICLE TRAFFIC ACCIDENTS

In 1950 there were 3,688 traffic accidents reported to the State Police. An "on the scene" investigation was made on each accident reported.

There were 64 fatal accidents, which resulted in 74 persons losing their lives and 905 personal injury accidents, with 1,348 persons injured. In comparison with 1949 figures, a 4.2% increase in personal injury accidents is to be noted.

The large amount of transient traffic is reflected by the fact, that, 28% of the drivers involved in all accidents, and 42% of the drivers involved in fatal accidents were residents of other states. Another interesting fact is that 77% of the drivers involved in fatal accidents had at least 6 years driving experience, and 63% had 11 or more years experience.

Other data giving a geographical and detailed analysis can be obtained upon request to the Traffic Bureau.

TRAFFIC LAW ENFORCEMENT

As was mentioned in the Administration and Organization Section of this report, the State Police were awarded a plaque for special achievement in the field of traffic law enforcement. This was indeed a high honor accorded our organization and one in which the Traffic Bureau takes great pride because of its responsibilities in this field.

During the year there were 12,660 arrests made for violations of the traffic laws, an increase of 6.5% over 1949 arrests. Of these, 12,322, or 97% resulted in convictions.

Since the primary purpose of traffic law enforcement is to prevent accidents, enforcement was directed towards accident producing violations. As a result, 71%, or 8,515 of the total arrests were for accident producing, or dangerous moving violations.

The list of offenses and the number of arrests for each is as follows:

ARRESTS MADE FOR DANGEROUS MOVING VIOLATIONS

	<u>Year 1950</u>
Operating under the influence	231
Speed violations	3,855
Right-of-way	247
Wrong side of road	249
Reckless driving	805
Improper passing	597
Failure to signal	128
Disregarded stop sign and signal	928
Other sign and signal violations	5
Improper turning	149
Assault and battery by motor vehicle	33
Manslaughter	35
Miscellaneous dangerous moving violations	279

ARRESTS MADE FOR EQUIPMENT VIOLATIONS

	<u>Year 1950</u>
Light violations	50
Brake violations	292
Flare violations	307
Other equipment violations	36

ARRESTS MADE FOR PEDESTRIAN VIOLATIONS

	<u>Year 1950</u>
Pedestrian intoxication	268
Other pedestrian violations	23

ARRESTS MADE FOR LICENSE AND REGISTRATION

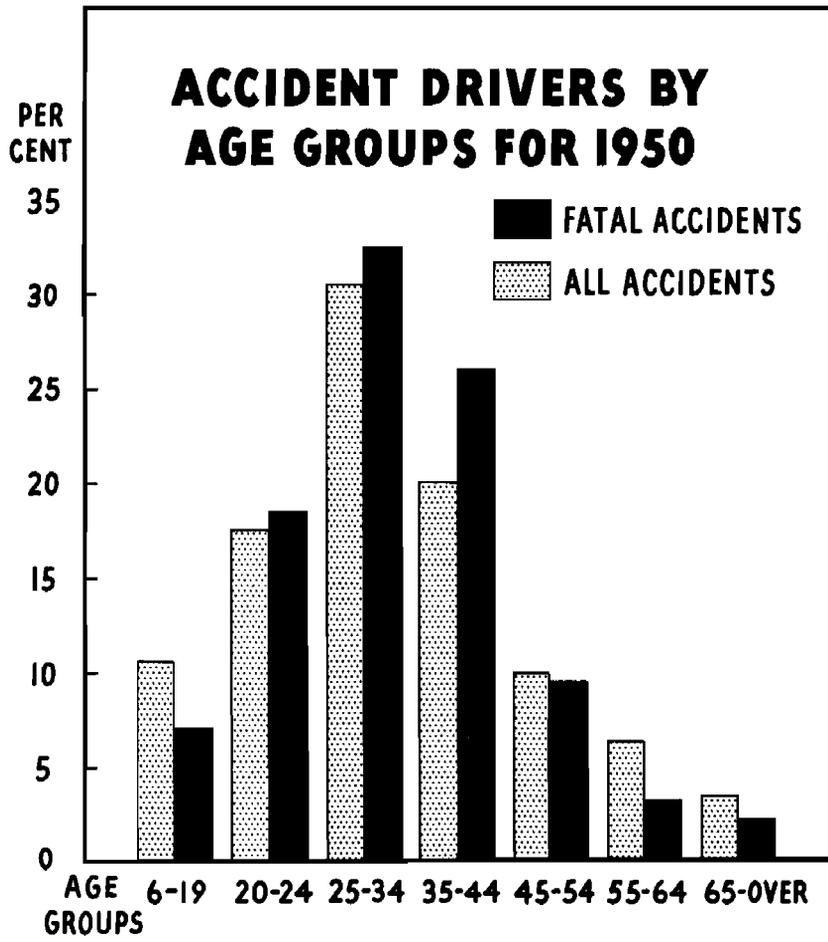
	<u>Year 1950</u>
Driver license violations	874
Registration and title violations	151

ARRESTS MADE FOR MISCELLANEOUS VIOLATIONS

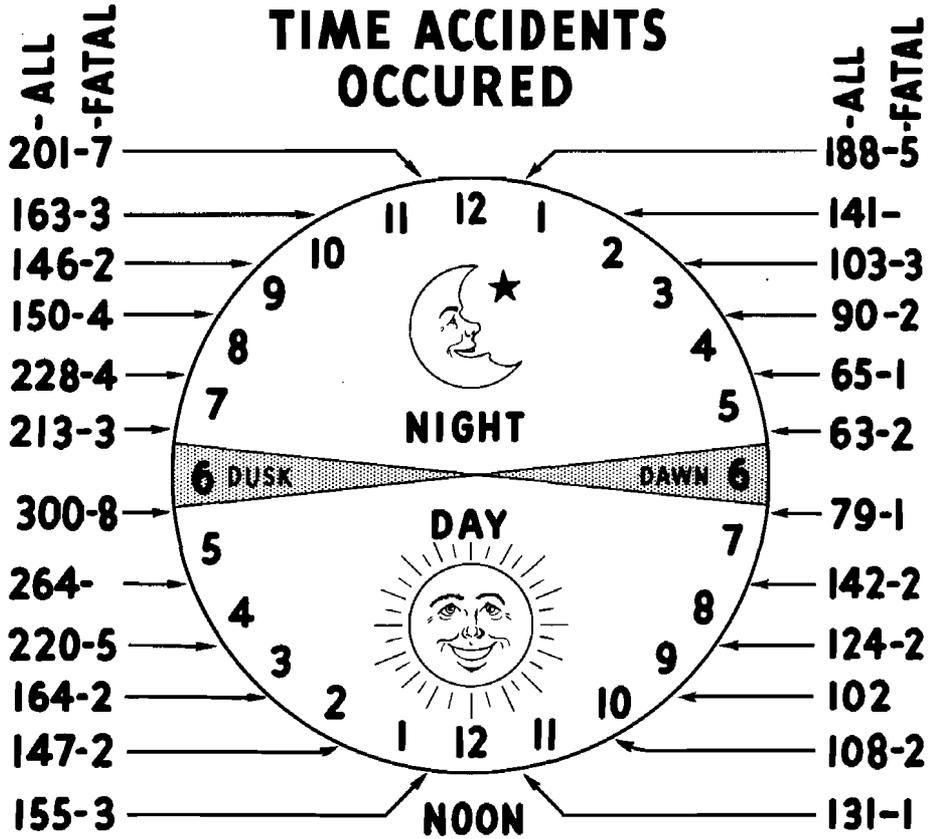
	<u>Year 1950</u>
Parking violations	95
Oversize and overweight violations	2,674
Leaving scene and failure to report accident	205
Operating motor vehicle without consent	43
Others	101

In many instances where an arrest would be too harsh a penalty, or would cause hardship in a family, the State Police issue reprimands. 120,394 reprimands were issued to violators in 1950.

In the last year many police departments, recognizing the increasing number of pedestrian accidents, have adopted a pedestrian warning system in order to contact more violators. For a number of years this system has been in effect in this Department and in 1950, 2,885 pedestrian reprimands were issued.



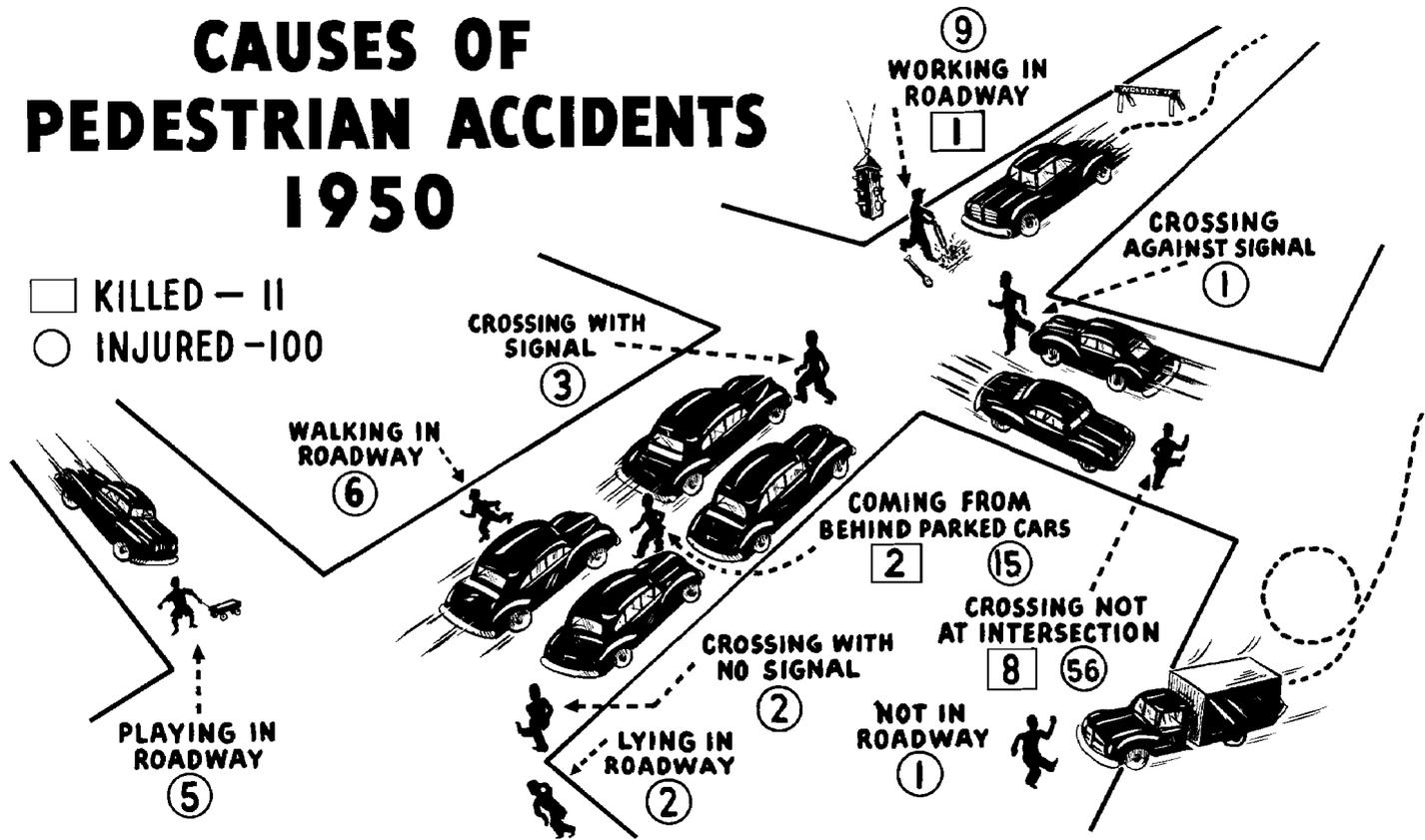
TIME ACCIDENTS OCCURED



CAUSES OF PEDESTRIAN ACCIDENTS 1950

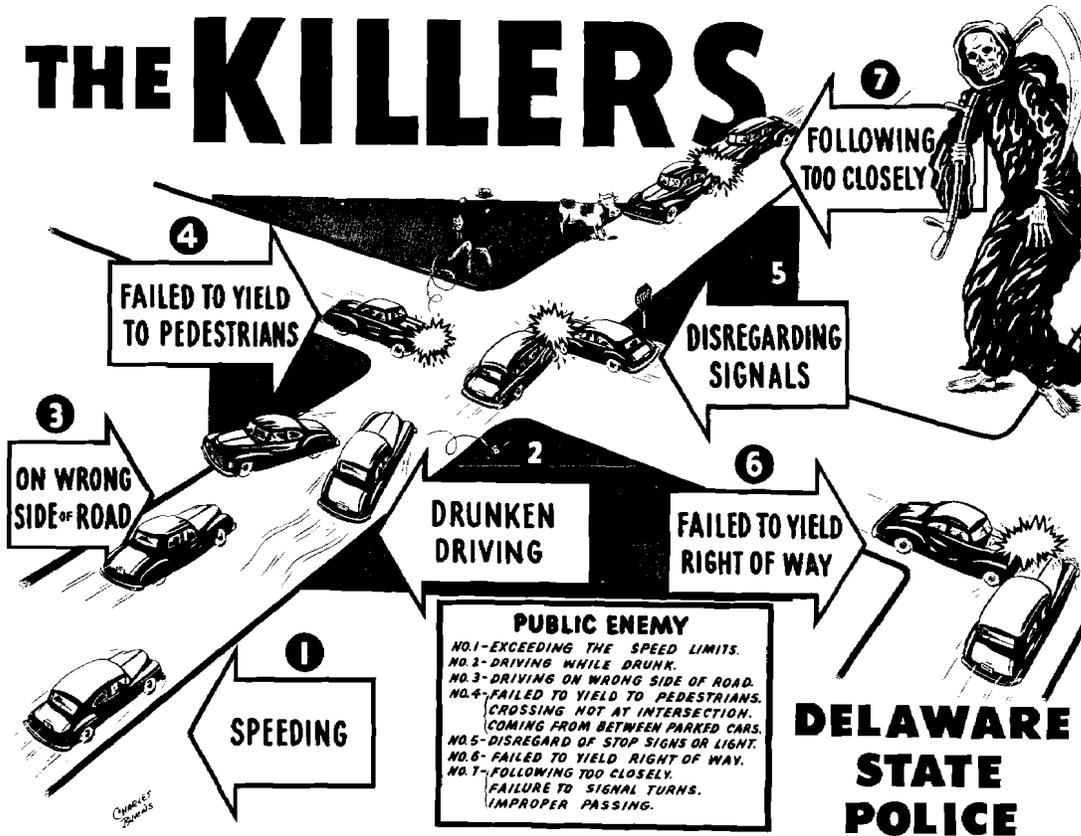
□ KILLED - 11
○ INJURED - 100

154



THE KILLERS

155



3
ON WRONG
SIDE OF ROAD

4
FAILED TO YIELD
TO PEDESTRIANS

2
DRUNKEN
DRIVING

6
FAILED TO YIELD
RIGHT OF WAY

1
SPEEDING

5
DISREGARDING
SIGNALS

7
FOLLOWING
TOO CLOSELY

PUBLIC ENEMY
 NO. 1 - EXCEEDING THE SPEED LIMITS.
 NO. 2 - DRIVING WHILE DRUNK.
 NO. 3 - DRIVING ON WRONG SIDE OF ROAD.
 NO. 4 - FAILED TO YIELD TO PEDESTRIANS.
 CROSSING NOT AT INTERSECTION.
 COMING FROM BETWEEN PARKED CARS.
 NO. 5 - DISREGARD OF STOP SIGNS OR LIGHT.
 NO. 6 - FAILED TO YIELD RIGHT OF WAY.
 NO. 7 - FOLLOWING TOO CLOSELY.
 FAILURE TO SIGNAL TURNS.
 IMPROPER PASSING.

**DELAWARE
STATE
POLICE**

CHARLES
JONES

BUREAU OF CRIMINAL INVESTIGATION

The Bureau of Criminal Investigation, since its inception in 1940, has as its great responsibility, the safeguarding of life and property against criminal acts.

It was with this responsibility in mind that the checking of business places during the hours of darkness was inaugurated some years ago. While this has long been the practice of many city departments, it is relatively new in State Police activities. It is felt that this is especially important in this State, as many crimes committed by transients would otherwise go undetected if it were not for the checking of business places.

An indication of the value of these checks can be seen from one case which occurred just outside of Dover. On the early morning of September 24, while on a routine check, officers found two men looting a service station. After their arrest the following facts were developed. Both subjects lived in a neighboring State. One had a relative who resided near Dover and when visiting her, accompanied by his companion, the two would loot a business place, usually a service station. It can readily be seen how difficult it would be to clear a case of this type due to the fact that both men not only resided at a distant point, but also disposed of their loot out of State. The arrest of this pair subsequently cleared three other burglaries. It is felt that the almost 10% decrease in burglaries is due largely to this one preventative measure.

Major crimes committed during 1950 in rural Delaware show a decrease of 24.7% as compared to the preceding year. This varies greatly with national figures for the same type areas which show a 4.4% increase. Major crimes consist of Murder, Rape, Robbery, Burglary, Larceny, and Auto Thefts. All other crimes listed as Part 2 and Part 3 crimes show less than a 1.0% increase during 1950. Many factors, some of which follow, affect the amount of crime in a community.

1. Population of the area.
2. Complexity of the population with reference particularly to age, sex, and race.
3. The economic status and activity of the population.
4. Educational, recreational, and religious facilities.
5. The number of police employees per unit of population.

6. Standards governing appointments to the police force.
7. The attitude of the public toward law enforcement problems.
8. The degree of efficiency of the law enforcement agency.

Although the State-wide figures show a decrease, crime has increased in the northern section of the State and we feel this is attributable to the great increase in population. It is estimated that some 40,000 persons migrated to Delaware during World War II, many of them remaining here. The problem is continuing and calls for greater activity on the part of each State Police officer.

It will be noted that although there was a decrease in crime the number of arrests increased as well as the percentage of cases cleared. State Police recovered and returned to owners property valued at \$78,872.22 during the year.

Many phases of prevention, protection and security, that cannot be computed as to their monetary value, warrant the statement that the Criminal Investigation Division of the State Police is functioning at top level. We will endeavor in the course of the following figures to show how this is accomplished.

CRIMINAL STATISTICS FOR THE YEAR 1950

Class 1	24.7%	decrease
Class 2	.97%	increase
Class 3	.99%	increase

CASES CLEARED

	<u>Class 1</u>	<u>Class 2</u>	<u>Class 3</u>	<u>Average</u>
1950	49.4%	85.3%	95.1%	84.4%
1949	62.6%	86.2%	95.3%	85.7%

VALUE OF PROPERTY STOLEN AND RECOVERED

	<u>1950</u>	<u>1949</u>
Total value of property stolen.....	\$129,120.72	\$139,574.73
Total value of property recovered	58,222.53	81,315.36
(a) Recovered (Delaware State Police) ..	13,300.00	32,922.00
(b) Recovered (other jurisdictions)	20,120.00	21,195.00
(c) Recovered (otherwise)	11,900.00	12,800.00
Percent of stolen property recovered.....	45.09%	58.0%
Value of property recovered for other jurisdictions	52,849.69	56,960.00
Total value of property recovered by Delaware State Police	79,052.22	104,280.36

DISPOSITION OF CRIMINAL ARRESTS

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 arrests made.

- 750 Defendants had fines imposed totaling \$13,047.00.
- 212 Defendants were sentenced to 567 years, 11 months and 19 days.
Four life sentences are included.
- 2 Defendants were given 10 lashes each.
- 141 Defendants were sentenced in default of fine.
- 8 Sentences were suspended.
- 56 Defendants were placed under Peace Bond.
- 120 Sentences were Nolle Prossed by Attorney General.
- 45 Complaints withdrawn by complainant.
- 57 Charges were dismissed by Magistrate.
- 80 Charges dismissed by Family Court.
- 48 Material witnesses were dismissed.
- 33 Defendants were dismissed by Court of Common Pleas.
- 65 Defendants were paroled for 97 years.
- 30 Defendants paroled for an indefinite period.
- 25 Defendants were committed to State Institutions.
- 220 Defendants were released to other authorities.
Restitution made in the amount of \$1,260.82.

RELEASED TO OTHER AUTHORITIES

	<u>1950</u>	<u>1949</u>
Army	9	29
Connecticut	0	2
Court of Common Pleas	2	3
Delaware Colony	2	3
Delaware Liquor Commission	1	0
Federal	6	9
Ferris Industrial School	15	11
Florida	1	1
Georgia	0	1
Health Authorities	2	1
Illinois	0	1
Immigration Authorities	0	4
Juvenile Authorities	7	51
Kent County Jail	1	4
Kruse School for Girls	2	5
Magistrate's Office	0	1
Marine Corps	1	0
Maryland	35	34
Massachusetts	1	1
Navy	3	1
New Castle Police Department	2	2
New Castle County Workhouse	0	5
New Jersey	5	1
New York	4	1
North Carolina	4	1
Parents	31	35

Parole Office	0	1
Pennsylvania	22	34
Penna. Railroad Police	1	0
Seaford Police Department	0	1
South Carolina	1	0
State Hospital	9	5
Sussex County Prison	0	4
Texas	0	1
U.S. Secret Service	1	0
V.A. Hospital	1	0
Virginia	2	5
Welfare Home	1	2
Wilmington Police Department	47	34
Woodshaven School for Girls	1	8
	<u>220</u>	<u>302</u>

AUTO THEFTS AND RECOVERIES

Auto thefts decreased during 1950, with 64 thefts, as compared to 88 thefts during 1949.

	<u>1950</u>	<u>1949</u>
Number of car thefts (rural Del.)	64	88
Total recovered (Item 1)	50	85
(a) Recovered (State Police)	19	63
(b) Recovered (other jurisdictions)	18	15
(c) Recovered otherwise	13	7
Per cent of stolen cars recovered (rural Del.)	78.1%	96.5%
Automobiles recovered for other jurisdictions	20	38
Automobiles recovered for Wilmington Police Dept.	37	29
Total cars recovered by Delaware State Police	77	152

AUTO THEFTS BY TROOPS

TROOP	1	2	3	4	5	Total
Thefts	8	28	10	11	7	64
Recovered (State Police)	1	5	6	3	4	19
Recovered (other jurisdictions)	1	9	3	2	3	18
Recovered otherwise	2	6	1	4	0	13
Recovered for Wilmington Police Dept.	7	27	1	2	0	37
Recovered for other jurisdictions	6	9	5	0	0	20
Cars remaining stolen	4	7	2	1	0	14

OFFENSES COMMITTED BY JUVENILES & MINORS

	<u>1950</u>	<u>1949</u>
Accessory	2	0
Accessory to Murder	0	1
Aiding & Abetting	1	0
Arson	1	0
Assault	1	7
Assault & Battery	23	17
Bastardy	1	1
Break. & Enter. & Larceny	77	72
Carrying Concealed Deadly Weapon	3	3
Disorderly Conduct	31	29
Disturbing the Peace	3	0

Drunk & Disorderly	3	5
Escapee	16	0
False Pretense	2	0
Federal	10	17
Forgery	0	6
Fugitive	20	39
Gambling	1	8
Indecent Exposure	2	2
Incorrigible	2	1
Larceny	84	84
Larceny Motor Vehicle	9	7
Malicious Mischief	19	13
Manslaughter	1	0
Material Witness	3	4
Miscellaneous	18	9
Murder	0	2
Non-Support	1	0
Parole Violator	1	1
Receiving Stolen Goods	2	0
Robbery	2	7
Runaways	24	48
Threats	3	0
Toying Female Minor	1	2
Trespassing	17	7
Vagrancy	3	1
Violation Age of Consent	0	1
	<u>387</u>	<u>394</u>

MINOR & JUVENILE ARRESTS BY AGE GROUP

<u>Age</u>	<u>1950</u>	<u>1949</u>
8-10	8	2
11	4	4
12	5	8
13	21	24
14	42	22
15	37	50
16	55	61
17	47	58
18	53	54
19	64	46
20	51	65
	<u>387</u>	<u>394</u>

NIGHT PATROLS

(Business Places Checked)

<u>Troop</u>	<u>Number</u>
#1	20,596
#2	25,272
#3	11,174
#4	11,922
#5	10,969
TOTAL.....	<u>77,933</u>

LARCENY

Larceny decreased 33.3% during 1950, with 44% of the cases being cleared.

	1950		1949	
Cases	500		Cases	754
Cleared	44%		Cleared	63.1%

BY TROOPS

<u>Troop</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>Total</u>
Number of cases	107	189	36	96	72	500
Number of cases cleared..	41	76	17	31	57	222
Percentage cleared	38.3%	40.2%	47.2%	33.3%	79.1%	44%

BURGLARIES

This offense decreased 6.9% over 1949, with 318 cases being reported as compared to 344 in 1949. A total of 43.4% of cases were cleared through investigation or arrests.

	1950		1949	
Cases	318		Cases	344
Cleared	43.4%		Cleared	49.1%

BY TROOPS

<u>Troop</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>Total</u>
Number of cases	66	157	29	36	30	318
Number of cases cleared..	27	56	12	13	30	138
Percentage cleared	40%	35.6%	41.3%	36.1%	100%	43.4%

HOMICIDE INVESTIGATION

State Police are called upon to investigate all sudden deaths to determine the possibility of foul play or negligence. During 1950, fifteen (15) homicide cases were investigated, compared to nineteen (19) cases during 1949.

(1950)

<u>Troop</u>	<u>Cases</u>	<u>Cleared Arrest</u>
#1	0	0
#2	6	6
#3	2	2
#4	5	5
#5	2	1
	15	14

BUREAU OF IDENTIFICATION

During 1950 the Bureau of Identification experienced an increase of nearly 300% in the number of records



PROF. G. EMMETT C. KAUFFMAN, PHYSICS DEPT., UNIVERSITY OF DELAWARE, AND
CAPTAIN ROBERT W. CARPENTER INSPECT RADIATION DETECTION EQUIPMENT.

checked through its files. This was due in part to the great increase in personnel employed in the National Defense effort. Frequently, records were checked for Industrial Security agencies and also for the Army, Navy, Marine and Air Force Recruiting Offices.

The importance of fingerprints in criminal investigation during 1950 was demonstrated by the fact that in over fifteen (15) breaking and entering cases in the Richardson Park area, fingerprints were important evidence in the successful apprehension and prosecution of the perpetrators.

When assigned to investigate a breaking and entering crime one of the first steps taken by State Police is to check the manner in which the criminals entered and left the building, as it is at these points that latent fingerprints are most likely to be found. The latent prints located are then checked against the fingerprints of all suspects and are very often the means of identifying the perpetrators.

After all the publicity given out by press and radio on the value of fingerprints in the solving of crimes, it seems incredible that the criminal will still leave his personal "calling card" at the scene of the crime where it may later be found and used to make him pay the penalty for his lawless activities.

IDENTIFICATION STATISTICS

Wanted Circulars Received	1241
Wanted Circulars Cancelled	1268
Personal Fingerprint Cards Received	4
Applicant Fingerprint Cards Received	125
Criminal Fingerprint Cards Received	2822
Troop #1	147
Troop #2	308
Troop #3	264
Troop #4	367
Troop #5	433
Headquarters	1
New Castle County Workhouse	742
Sussex County Prison	147
Bridgeville Police Department	4
Newark Police Department	12
Dover Police Department	320
Rehoboth Police Department	51
Philadelphia, Pennsylvania Police Dept.	5
Baltimore, Maryland Police Dept.	1
Ferris Industrial School	20
Criminal Fingerprints by Race and Sex	2822
White Male	1412
Black Male	1192
White Female	85
Black Female	126

Yellow Male	7
Criminals With Previous Records	1598
Rogues' Gallery	856
White Race	420
Colored Race	436
Indices Checked for Other Investigating Agencies.....	4166
Photographic Service	3216

Department Name	Negatives Developed	Photos Printed	Photostatic Copies Printed
Headquarters	182	497	104
Troop #1	211	182	0
Troop #2	251	263	4
Troop #3	313	260	2
Troop #4	233	216	4
Troop #5	253	209	0
Workhouse	16	16	0
TOTALS	1459	1643	114

Stolen Firearms	227
Firearms Registered	115

TOTAL IDENTIFICATION DATA ON FILE AS OF DEC. 31, 1950

Criminal Fingerprints	54,184
Criminals With Previous Records	26,008
Personal Identification Fingerprints	16,508
Firearms Registered	2,828
Rogues' Gallery: White Race	9,306
Colored Race	7,809

TRAINING DIVISION

The year 1950 marked the first time since its inception that the Training Division had no recruit activity except for receiving applications. This was due to a lack of sufficient vacancies to justify economically the operation of a Recruit Training School.

While there was little activity in recruit training, the Bureau assumed other responsibilities. In September, it was assigned the task of organizing Civil Police as part of the Civilian Defense Program. At the year's end, approximately 1,300 Civil Police had been recruited and organized and much printed material had been prepared for instruction purposes. As part of the Civilian Defense Program, twenty-eight men from the State Police as well as officers from the City of Wilmington and other towns throughout the State received training in teaching techniques. Upon graduation they were assigned to instruct Civil Police classes.

The annual In-Service Training School was conducted in two sessions, with approximately one-half of the personnel attending each session. During these sessions subjects pertinent to Civil Defense were stressed. The Department was fortunate in obtaining the services of many outside instructors who are leaders in their respective fields. Some of the outside instructors included: G. Emmett C. Kauffman, Physics Department, University of Delaware; Alexander W. Rand, Director, Safety Services, American Red Cross; Major D. Preston Lee, Civil Defense Director, State of Delaware; Major George K. Anderson, Reserve Officers' Training Corps, University of Delaware; Dr. Charles T. Katz, Medical Director, Governor Bacon Health Center; Honorable Daniel J. Wolcott, Associate Judge, Supreme Court, State of Delaware; Honorable P. Warren Green, Judge, Court of Common Pleas, New Castle County; Colonel William A. McWilliams, Associate Director, Delaware Memorial Bridge; Milton D. Kramer, Assistant to the President, Associated Transport; Homer Seely, Project Engineer, Delaware Memorial Bridge; and T. W. Collins, Traffic Manager of the Diamond State Telephone Company.

The aforementioned lecturers presented a wealth of material, which will be of great assistance to this Department. Besides the visiting lecturers, courses were given by the State Police Staff of Instruction and Special Agents of the Federal Bureau of Investigation. One of the most interesting topics was a four-hour lecture on communist activities in the United States at the present time. The entire Department wishes to convey our thanks to them and to express our appreciation for their fine cooperation and congratulations for a job well done.

APPLICATIONS

Applications on file 89

IN-SERVICE TRAINING

Number of sessions conducted	2
Duration of sessions	1 week
Total hours classroom training per man	39
Total men attending	116
Number of examinations per man	1
Number of films used	9
Number of instructors	20

FIREARMS DIVISION

The State Police Pistol Range on which construction was started in 1949 was completed and placed in use this

year. Located on Delaware National Guard property south of New Castle it embodies the latest in plans and equipment. It is one of the few in the eastern states constructed for three courses; the National Match Course, the Army "L" Course and the Practical Pistol Course.

The range consists of sixteen movable targets operated by a portable electric power unit and three practical pistol targets. It features portable shooting positions or stands at the fifty, twenty-five and fifteen yard lines. The cost of construction was very reasonable inasmuch as several members of the Department interested in the art of shooting donated their services on their off time.

It was here that the first annual Police Revolver Tournament sponsored by the State Police was held on September 10. The match was highly successful with seventeen teams from the eastern states participating. Many who found it impossible to attend expressed their desire to do so in 1951 if such a match is held.

The feature of the tournament was the Sergeant Thomas Lamb Memorial Match open to police pistol teams in Delaware. It was won by the Wilmington Bureau of Police and the captain of the team was awarded the trophy.

The State Police pistol team participated in several other matches, being mildly successful. The team as now constituted is somewhat inexperienced and improvement should be noted in future years. Trophies were won at the Teaneck, New Jersey matches by the team as well as individuals. The team was entered in matches at Lower Merion, Pennsylvania and Spring Lake, New Jersey.

The firearms qualification program was continued this year, as in the past, with outdoor shooting at all Troops and indoor practice during the winter months at three locations. The Headquarters indoor range was utilized for the personnel at Headquarters, Troops #1, #2 and #3, the Georgetown Armory at Troop #4, and the Laurel Armory at Troop #5.

In addition to instruction in the use of the .38 caliber revolver, training was also given each officer in the use of the riot gun, Thompson sub-machine gun, gas gun and gas grenades. This included not only proficiency in the firing of these weapons but also the field stripping and re-assembly of each of them. All personnel were also trained in the use of each of the three resuscitators used in the Department.

Average scores for Headquarters and each Troop per man in 1950 are as follows:

	Practical Pistol Course	Army "L"
Headquarters	81.2	279
Troop #1	84.2	271
Troop #2	80.7	265
Troop #3	82.3	267
Troop #4	84.0	267
Troop #5	79.1	268



STATE POLICE AWARDED TRAFFIC LAW ENFORCEMENT PLAQUE. (Left to right)—JOHN D. REEDER, DELAWARE SAFETY COUNCIL, COLONEL SHEW, AND COLONEL FRANKLIN M. KREML, INTERNATIONAL ASSOCIATION OF CHIEFS OF POLICE.

SAFETY EDUCATION

Those who drive or ride in vehicles and those who walk on our streets and highways make up traffic; the individuals plus the vehicles, not the vehicles themselves. The behavior of these individuals either makes traffic safe or unsafe. Therefore, traffic safety depends largely on the behavior and attitude of these individuals, and must be accepted as the responsibility of every motorist and pedestrian if our accident toll is to be curbed.

It is obvious, however, that the public generally will not arrive at a point of high individual responsibility without good reason and strong stimulation. To bring the public to this point calls for continuing, unremitting education.

During the year 1950, the Safety Education Division of the State Police conducted eighty-six (86) safety meetings in schools, churches, industrial plants, civic and fraternal organizations. Through various channels 1500 traffic safety posters were disseminated monthly, bringing to the public's attention new laws or unsafe practices. The Department cooperated with the press, radio, and television in preparing messages and safety features for the benefit of the motoring public. These spot announcements were particularly effective during heavy traffic on week-ends and holidays.

SUPPLY DIVISION

The Supply Division, located at Headquarters, procures and disburses all materials and equipment used by the Department throughout the State. This includes purchasing and distributing in the field, when needed, such items as automobiles, automotive replacement parts, janitors' supplies, safety equipment, uniforms, stationery, and all other essential equipment.

Most of the departmental forms, of which there are many, are printed at Headquarters on a multigraph machine. This affects quite a saving to the Department; since, if this work were let out to commercial printers, it would entail a much greater expense. This Division also printed all of the texts used in training in the Civil Police, in the Civil Defense Program throughout the State, including the City of Wilmington.

The Department maintains two garages, one at Troop #2, State Road, and one at Dover. The garage at State Road is staffed by one mechanic and one helper; the one at Dover,

by two mechanics and two helpers. The staff at the State Road garage are responsible for minor repairs, service and maintenance of patrol vehicles assigned to Headquarters, Troop #1 and Troop #2. The main garage at Dover is responsible for all major repairs throughout the State and the service and maintenance of all vehicles assigned to the Radio Division and Troops #3, #4 and #5.

To ensure peak performance and to lessen chances of a major repair job, each patrol car is thoroughly inspected every 2,000 miles. The speedometer on each new car as it is received is calibrated and then checked every thirty days to make sure it is absolutely correct.

Inspections of all five Troops and Headquarters are held every three months for the purpose of determining that all departmental equipment is properly cared for, which greatly prolongs its usefulness.

Of the sixty-one departmental vehicles in use during the past year, sixty were radio-equipped. The only one not equipped was one of the auto maintenance trucks. These vehicles were driven a total of 2,313,606 miles, which represents a decrease of approximately 45,952 miles from the previous year. Cost of replacement parts totaled \$7,056.19, which is a decrease of approximately \$850.00 from 1949.