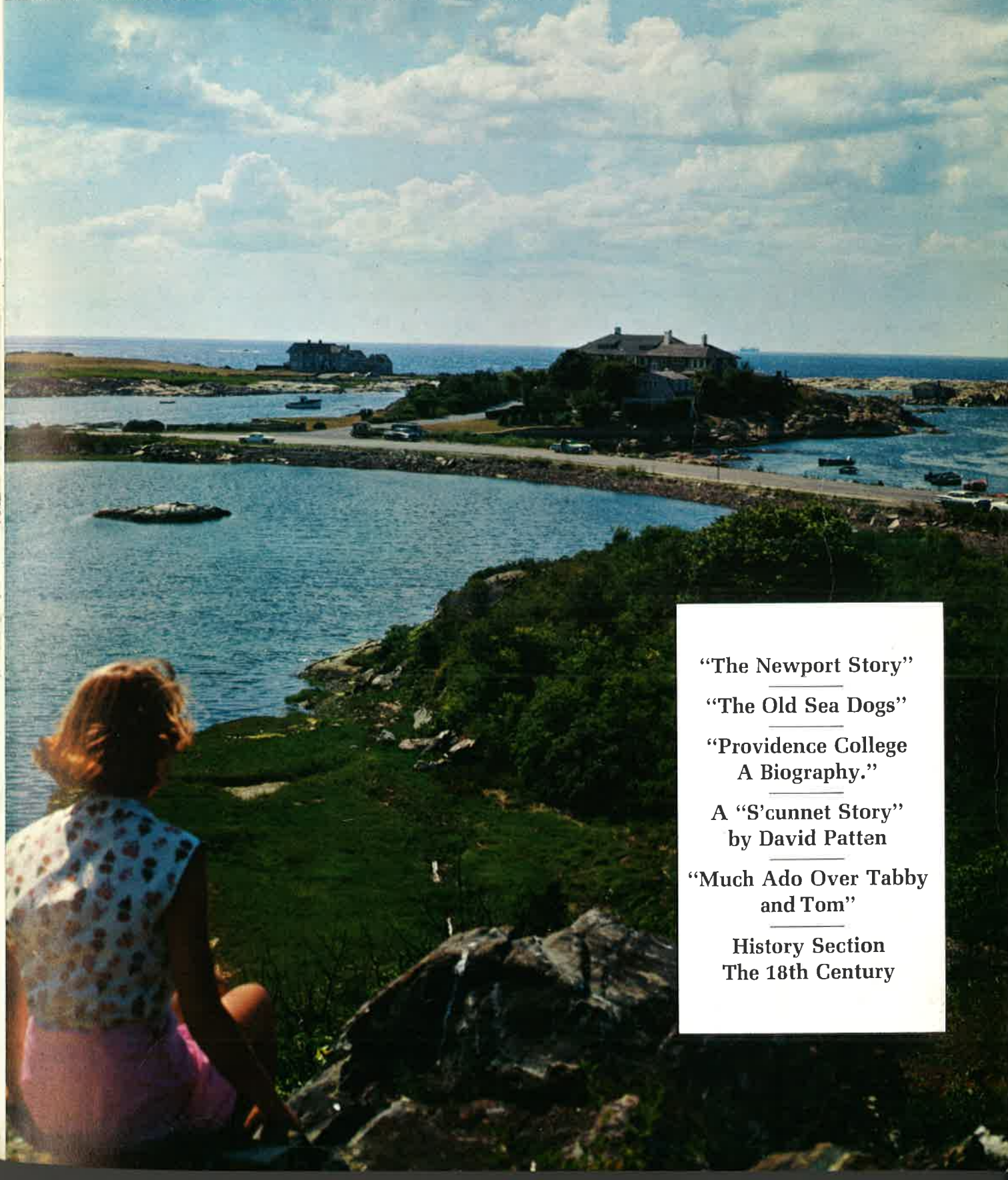


55-66

TWO DOLLARS

YEARBOOK

ODE ISLAND, CRADLE OF LIBERTY AND LAND OF PROMISE



"The Newport Story"

"The Old Sea Dogs"

"Providence College
A Biography."

A "S'cunnet Story"
by David Patten

"Much Ado Over Tabby
and Tom"

History Section
The 18th Century

STOUTHEARTED MEN

BY ARNOLD BAILEY



WINTER'S CRUEL hand has left a family isolated, without food or fuel. A Rhode Island state policeman, with neither skis nor snowshoes, drags an overturned sled a mile and a half through deep snow to their rescue.

A demolished tractor trailer is blocking traffic on a busy street. Tow trucks can't be located. A trooper ingeniously commandeers two elephants passing with a circus caravan. The deputized pachyderms make short work of clearing the wreckage.

An elderly school teacher is the victim of one of the state's most brutal slayings. Ten hours later, State Police have the killer.

Eight fishermen are stranded on off-shore rocks during a storm. A trooper bucks heavy surf and swims to them with a life line.

A gunman attempts to rob a suburban bank. Troopers have him under arrest even before he can flee the building with his \$20,000 loot.

A trooper stops a stolen car carrying two men. One pulls a gun and shoots him dead. Saddened fellow troopers capture the fugitive pair within 12 hours.

Such are the events that history dramatically unveils in the still-developing story of the Rhode Island State Police . . . a chronicle of stouthearted men . . . a narrative of service to the state . . . a story that mixes bravery, heroism and occasional tragedy with compassion, resourcefulness and, frequently, humor.

Forty years ago, on March 31, 1925, a simply worded piece of legislation was approved by 69 members of the state's House of Representatives. Only 26 voted against it. The Senate had passed the measure, 29-5, almost seven weeks earlier. Governor Aram J. Pothier signed the bill into law on April 2. Rhode Island had its Department of State Police—a new extension to the legendary long arm of the law.

And, as Gen. Everitte St. John Chaffee, the department's first superintendent, recalls it, there was a glaring need in 1925 for an effective extension of the law's arm. In his privately printed monograph on the early days of the department, General Chaffee says this of the pre-State Police era:

" . . . Those were the days when the Massachusetts State Police laughed at us because the Rhode Island Senate sought refuge from smoke bombs and arrest within the border state . . . when Rhode Island was riddled by racketeers, road-houses, gunmen, public enemies, gambling, highjackers and bootleggers . . . when Block Island, a law unto itself, had withdrawn from the union into the fastness of the Atlantic Ocean



General Everitte St. John Chafee when he first wore the uniform of the State Police—1925. Journal Photo

and was enjoying a minor civil war between the rival noble liquor houses of 'Yellow Kittens' and 'Red Top Inn' . . . when you parked your car right on the travelled road and the state's highways were clogged by these parked cars and slow cars and made dangerous by recklessly speeding cars . . . when crime travelled the road, drove others off the road and insolently flaunted its power unchecked and uncontrolled . . ."

So, in 1925, Rhode Island had its State Police . . . a dedicated band of 23 original members branded affectionately "The Amateurs" by their superintendent . . . selfless men who made sacrifices to join a force where hours were long, pay meager . . . hardy men who snubbed threats and learned to live with danger because, as General Chafee puts it, "they wanted to be there."

It wasn't long before the "amateurs" became the "professional policemen" their present superintendent, Col. Walter E. Stone, speaks of today with such obvious pride. A new breed of policeman came on the scene in 1925.

But while the descriptive term has changed, the basis for the definition remains the same. Colonel Stone, ticking off what it takes to make a good state policeman,

says, "It takes dedication. You have to want it. And it takes competence and a certain amount of courage. There are rewards, of course. Perhaps the most satisfying is knowing you've put in a good day's work for the good of the people."

Which is tantamount to the department's motto: "In the Service of the State," a six-word creed that sums up not only the duties but the aims of the department.

The service has ended tragically for some. The names of seven state policemen form the department's "killed in the line of duty" roll.

Tragedy struck first only two months after the department's creation. On June 16, 1925, Trooper John Weber, patrolling on motorcycle, was killed in a traffic accident. He was still a student at the department's first training school.

Six years later, on Dec. 18, 1931, Trooper Arthur L. Staples, Jr. stopped a stolen car carrying two men. One shot him dead.

Lt. Arnold L. Poole was dispatched on May 30, 1934, to investigate a disturbance at a Wickford farm. He was taking a farmhand into custody when the man shot him, fatally.

Auto accidents claimed the lives of two troopers within the next few years. On June 22, 1937, Trooper Joseph J. Gallivan was killed and on May 6, 1941, Trooper Bradford G. Mott lost his life.

On Aug. 31, 1954, as Hurricane Carol pounded relentlessly at Rhode Island, Trooper Daniel L. O'Brien attempted to rescue people endangered by the raging sea at East Matunuck. His bravery cost him his life.

Five years later, on Nov. 14, 1959, Sgt. Walter J. Burgess, a passenger in a police car carrying a sick person to a hospital, was killed in a head-on collision.

The department's unique statewide service has taken so many forms that no list of "top" cases in State Police history could be compiled, without argument. But Col. Harrie C. Gill, superintendent from 1960-61, and the only man to serve under each of the department's superintendents, agreed to list a few that, to him, are among the most memorable.

The department's strike control work at three mill locations — Manville, Saylesville and Central Falls — was a revolutionary service in its day. General Chafee recalls the former, back in 1926, as "the battle of the bridge." Colonel Gill considers the duty notably "because the job was done and I don't think there was a shot fired by the department."

Perhaps the solution to no single case has closed the book on crimes affecting so wide an area as the investigation into the \$3 million fire that scorched 50 square miles of Rhode Island countryside in 1942. It was the worst forest fire in the state's history. A volunteer fireman was arrested and, after lengthy questioning, was linked to fires not only in Rhode Island but neighboring Massachusetts and Connecticut. "He'd been setting fires for about 10 years," Colonel Gill recalls.

It was sheer persistence that rounded up the so-called

"interstate gang" some years back, a hoodlum band led by a father-son team that specialized in holding up crap games, both here and in Connecticut.

But the persistence record must have been set in 1962. An investigation spanning 15 months led to the arrest of a break artist responsible for close to 125 breaks. The department collected some 800 latent prints at break scenes and, by painstaking comparison and analysis, formulated a full 10-print card on its suspect. But files in Washington, D.C., revealed the suspect had no previous record. So, State Police determined the area of the breaks, found the center of the breaks area. More than 200 suspects were questioned and their prints obtained. Finally, a suspect's prints matched the card. A State Police investigator recognized the match even before he referred to the card. The department's work won an FBI citation.

The largest manhunt in Rhode Island climaxed in 1959 when State Police recaptured three Adult Correctional Institution inmates who, only five days earlier, had staged a daring escape.

There have been other big cases. In 1930, an abortive attempt by gangsters to break into the state prison ended with three persons dead. State Police led a virtual armada of law enforcement agencies in squashing the plot. It wasn't until 15 years later that one of the "outsiders" was brought into custody.

State Police sprang into action to quell wild rioting in 1960 at the Newport Jazz Festival. They matured quickly as an infant department in investigating the \$25,000 Pawtucket Post Office robbery in the '20s. They solved the \$26,000 Phoenix Trust Co. holdup of 1926 and their investigation stirred a revolution in bank protection tactics. The list goes on . . . and on.

But one thing can be said without argument of the department's service — it has offered an exciting variety.

Some incidents underline efficiency and fast action. Like the 1962 case when a detective, enroute to investigate a Middletown stabbing, stopped and arrested the wanted man on the way. Or, in 1960, when the department solved three murders, one within 10 hours after the act, the second in even shorter time, and the third within two hours after the body was found.

One of the most extensive investigations in recent history led to the solution in April of this year of the brutal bludgeon slaying of an 18-year-old Little Compton babysitter. A force of 52 state policemen converged on the quiet town and only 34 hours after the girl's body was discovered had a 22-year-old Little Compton man in custody and charged with the murder.

Often there have been errands of mercy. As in 1948, when a trooper found a family ill and snowed-in, went out after a medical prescription, then administered the medication following, by phone, a doctor's orders. Or, the winter's night when troopers chopped wood so that a family might have fuel and warmth.

Frequently there has been reflex bravery in the horrid face of danger. Like in 1935, when a trooper, threatened by a man wielding a shotgun, shone his car's headlights



Col. Walter E. Stone, present Superintendent of the Department.

to blind his foe, circled, and made the arrest. Or in 1953, when a trooper pulled a drowning man from the old lime kiln in Lincoln and, with assistance, carried the victim 25 feet up the quarry wall. Or in 1960, when a trooper battled both a father and son, armed with a shotgun, and subdued both, despite a painful head injury. The injury subsequently forced the trooper off duty for seven months. Or in 1930, when a trooper, with one prisoner already in custody in his patrol car, gave chase to a stolen car and added two more to his captive list.

Often there is the unusual. Like drafting the previously mentioned elephants for towing duty. Or in 1962, when the force rounded up a modern-day band of cattle rustlers in Glocester. Or in 1956, when troopers swooped down on contraband food and liquor of Communist China brand, concealed in loads of hay at a rendezvous point in North Smithfield. Or in 1940, when the department arrested a juvenile gang and halted a wave of chicken thefts. Only this year, detectives needed access to a second-story window to stage a gambling raid and used a cherry picker apparatus. It's difficult to top the 1943 investigation of a complaint of a break at a vacant summer home. An alert trooper noticed a camera, reported stolen in the break, lying near the scene. In it was undeveloped film. He had it processed and came up with a picture of a daughter of a neighbor of the complainant. She later admitted entering the house with a boyfriend, playing phonograph records, fixing a lunch, and finding the camera and taking some pictures.

And no police file would be really complete without an assist to Mr. Stork. A trooper did the honors while on radio duty in 1961 at the former Lincoln headquarters. A flustered father-to-be rushed in and said an equally flustered mother-to-be was, as the record states it, "having a baby in my car outside." The trooper calmly dispatched a fellow trooper to seek out a doctor in blizzard weather and, before medical assistance arrived, had performed the delivery with an efficiency worthy of the most skilled obstetrician.

Occasionally, the solution to a case is, to borrow a phrase, "elementary." In 1961, for example, a trooper saw a car zipping along with an engine — an extra one — plainly visible protruding from the trunk. Even with the growing vogue of rear-engine vehicles, it was obvious that the extra engine looked out of place. It was. One more larceny case was marked closed.

More often the cases are most difficult to crack. Like the time, in 1958, when a trooper stopped a larceny suspect and asked to look in the trunk of the suspect's car. The man said he was sorry but he had lost the trunk key. The trooper noticed, however, that the suspect had a death grip on a lunch bag. The trooper found the trunk key — secreted neatly in a liverwurst sandwich.

Sometimes a seemingly small case can mushroom. In 1951, two juveniles were picked up as runaways. An alert trooper noticed their clothing didn't jibe with that listed on the report. The youths admitted outfitting themselves from a clothesline "haberdashery," then proceeded to link themselves to close to 150 breaks in the state within three years. In 1949, a trooper noticed a car without rear lights. His questioning of the driver led to a raid on a house of ill fame and, later, to solution of a case of embezzlement.

Always, the state policeman's rigid training shows through as he investigates. But rarely has it shone as brightly as it did on a day back in the '30s when a rookie trooper was accidentally knocked off his cycle and over a wall by a passing car. Blood streaming down his face, he returned to the road, took up the prescribed position beside the offending car, turned to a thoroughly terrified driver and, as the rule book specifies, said he was "required to demand" the operator's license and certificate of registration.

Infrequently, an investigation leads to nothing but sheer embarrassment. Like the time when a trooper, in the department's early days, drove out on a pond in a borrowed car to inspect fishing licenses and ice harvesting. As General Chaffee concludes the story: "He arrived with a flourish, applied all brakes, and completed his inspection in the pond."

Seven men have served as the department's superintendent, an opportunity that inherently carries with it both personal honor and personal danger.

General Chaffee still recalls, almost impersonally now, warnings that "someone would get me" when he assumed command in 1925. A former artillery officer with the Army and National Guard, who received his general's stars only recently, General Chaffee formed the depart-

ment, molded it into an effective weapon against the overlords of crime and headed it until 1933. Also an attorney, he still drops in occasionally at his Providence office.

Col. Edward J. Kelly, now deceased, took over the department in 1934 after serving as chief of police in Providence. Surviving an era of political turmoil, Colonel Kelly served until 1939, then was reappointed in 1941 to 1947, the longest tenure of any superintendent.

Col. Jonathan H. Harwood, also deceased, served from 1939-41 and was the first superintendent to be appointed from within the department. A veteran of both World Wars, he had been one of the "amateurs," serving as executive officer.

The first superintendent to be elevated through the ranks was Col. E. Ralph Bonat, who headed the department from 1947-49. A member of the original force, Colonel Bonat retired from the force in 1950 to enter the insurance business as a special agent. He now lives in Florida.

Col. John T. Sheehan, superintendent from 1950 through 1957, was the second man to rise through the ranks, having joined the department in 1931. The colonel is now with the R.I. Electric Protective Co. in Providence.

Colonel Stone's first term as superintendent, 1958-59, marked the first time in two decades that an outsider was appointed. He had been with the Providence Police Department since 1932. He took over again in 1962, after two years back in Providence during which he had been that city's chief.

Colonel Gill joined the department in 1933 and rose through the ranks until his retirement in 1959. He came out of retirement to serve as superintendent, retiring again in the second year of his term. Maj. Bernard J. Manchester served briefly as interim superintendent.

Occasionally, undoubtedly less frequently than is justified, the department's service leads to recognition in the form of awards. The department has an award of its own, the State Police Service Ribbon, designed by General Chaffee in 1927 to be awarded for "outstanding courage or ability or value to the state." Thirty-four men have received the award.

Seven ribbon winners are still with the department — James J. Iacoi, now a major and the department's executive officer, who won the ribbon in 1947; John H. Angell, Bernard L. Ballou, Albert E. Peterson and George H. Weeden, all of whom received the ribbon in 1960, and Francis J. Hey and Francis J. Martin, both of whom received it in 1952.

The ribbon also has been awarded to the following former members: Archibald Anderson, John E. Baird, Elmer L. Baro, all in 1933; Fraser M. Blythe, 1930; Albert G. Bushby, 1939; Robert E. Burns, 1927 and 1933; Carl H. Carroll, 1932 and '33; A. Byron Cavanaugh, 1929; Leo A. Colle, 1932; Wilfred L. Gates, 1933; George W. McGovern, also '33; Warren D. Nichols, 1927; Arnold L. Poole, also '27; George W. Robbins, 1928; Harold L. Siteman, 1933; Ernest F. Stenhouse,

1931; James H. Nolan, 1933; Clinton R. Norman, 1931; Earl C. North, 1927, and Edward F. Parker, 1930 and 1947.

The department's service has developed through the years to counter the changing face of crime. The force's first annual report lists, among other duties, "clearing the roads of tramps and gypsies and apprehension of fruit and vegetable thieves . . ." The department also spent much of its time raiding brothels and stills. Today, anti-gambling investigations have increased considerably. Primarily, however, the basic crimes (murder, larceny, etc.) and traffic control now as then constitute the bulk of the workload.

To carry out its service, the department has spread its forces throughout the state, currently operating from a headquarters and seven barracks: Scituate headquarters and barracks, Lincoln, Wickford, Chepachet, Hope Valley, Howard and Portsmouth.

It hasn't, however, always been this way.

The act creating the department had specified there would be a headquarters in the State House. Such an office never was occupied. Instead, on April 14, 1925, General Chaffee's "amateurs" made the Ancient Marine Corps Armory in Providence their first home. Soon the headquarters was at Scituate. "We followed the lead of William Tecumseh Sherman," General Chaffee says, "and decided that the furthest away from the capitol, the better the service."

Originally, all barracks and garages were rented, mainly borrowed farmhouses. It wasn't until 1931, when the department occupied the then new Lincoln barracks, that it had a true home of its own. This was the first in a well-planned building program that saw, within a decade, new barracks built at Hope Valley, Wickford, Portsmouth and Scituate. The latter was the most difficult to come by. Voters rejected it on a 1935 referendum. It wasn't until 1939 that it finally was built. The Chepachet barracks was dedicated in 1956 and the

present Howard quarters three years later.

Then, in 1960, came the present headquarters in Scituate, an answer to pleas first heard in 1939 that the former Lincoln headquarters was overcrowded. The Scituate headquarters, behind its showplace-style cinder block appearance and "solar" front, offers the department 29 rooms for working and living, far superior to anything it had ever known. The building sits adjacent to the old Scituate barracks, offering an interesting contrast in progress.

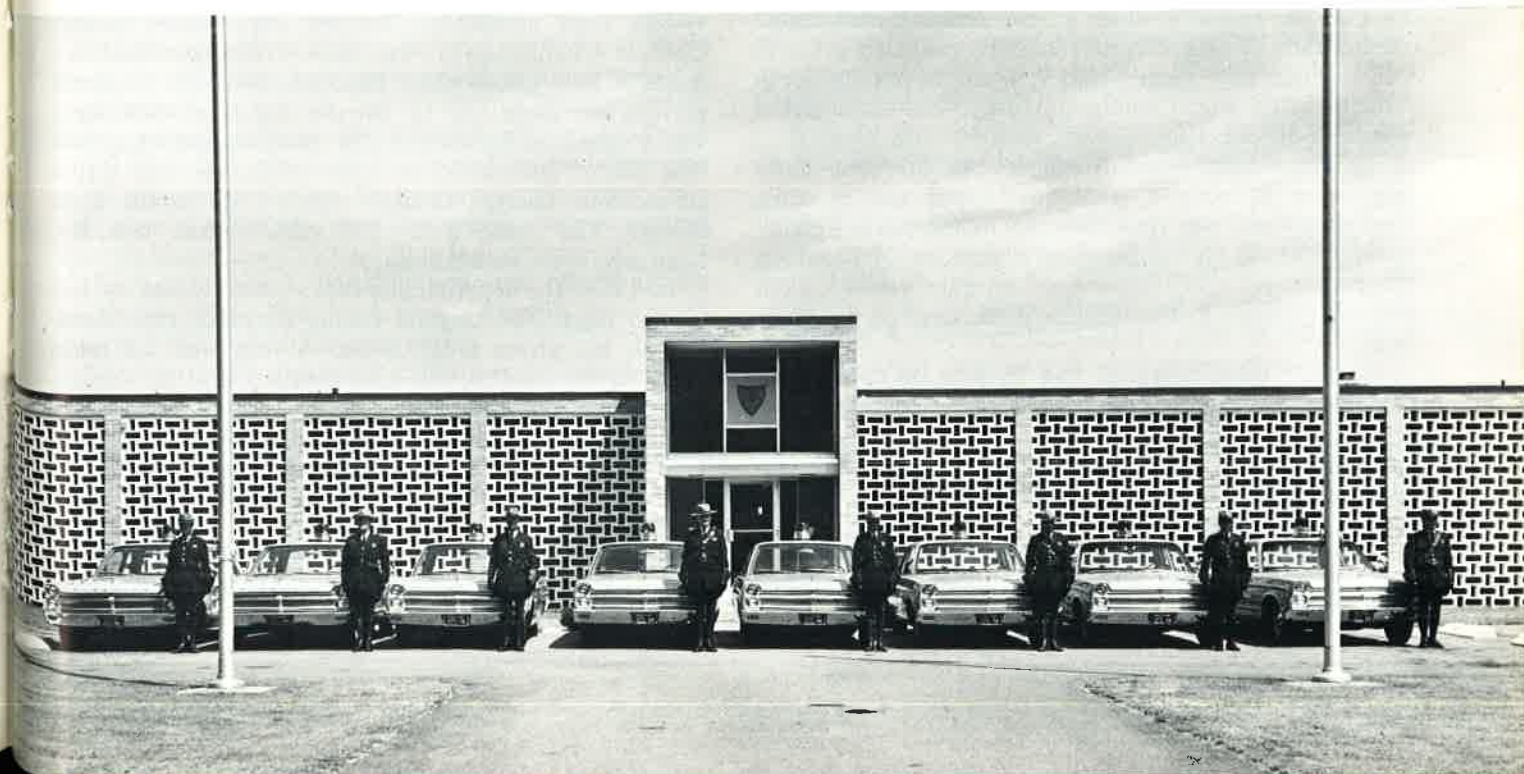
Over the years the department has set up at least 14 substations throughout the state, in many cases borrowing space in private homes. There have been substations in Wakefield, Block Island, North Scituate, Portsmouth, Arnold Mills, Lakewood, Barrington, Esmond, Centreville, Perryville, Bald Hill, the airport at Warwick, Howard and Berkeley. None remain in use, the last abandoned about five years ago.

Also a part of history is the department's former patrol boat "Commodore," commissioned in 1930, disabled by the hurricane and retired in 1938 and sold in 1941. Though her career was relatively brief, the "Commodore" served her purpose. A segment of modern legend is the fabled battle of the "Little Fred," a seaworthy incident complete with boarding parties and tricky navigation. The battle ended with the "Little Fred" in tow and a "great knife" which had been plaguing offshore fishing gear removed from service.

What began in 1930 as an "ambitious program" of building, today finds the department with a network of distinctive, attractive and serviceable facilities throughout the state.

Simultaneously, the department itself, through an equally ambitious and well-planned program, has evolved from a rather rudimentary 23-man force into a 118-man complex of activities and equipment.

A detachment of Troopers lined up before the new Headquarters Building at North Scituate.





A familiar scene on a Rhode Island highway, as a Trooper stops a car for excess speed.

It was early May of 1925 that the first force was appointed, handpicked from more than 500 candidates. Then, as now, standards were high, so high in fact that it was difficult to complete even the modest original force. One man lacked almost an inch in height to qualify. He literally stretched himself into the 23rd "amateur." Then, following training in Wakefield, they took to the roads on June 27 for initial formal traffic control duty. Traffic control remained primarily a weekend function until Aug. 6 and 7, when all but the South County patrol began continuous duty. The latter patrol joined in on Oct. 19.

The department's fleet of vehicles that first year seems antiquated by today's standards — four touring cars, four runabouts, two roadsters, ten motorcycles. Equally antiquated was the department's practice of requiring troopers to perform maintenance on their vehicles, even pay for damages to the vehicles if the damage was their fault.

By 1927 the department had 26 men on duty and a criminal investigation bureau had been created by the legislature. A year later, added duties included inspection of airplanes and pilot licenses, and theaters. The go-ahead was given in 1929 to add 15 men and the original "amateurs" found their ranks more than doubled. In 1931, a lie detector was purchased. General Chaffee believes it to be the first department in the country to own

its own polygraph. The same year, the legislature approved the Fire Marshal Act and one man was added to the department to fill this position.

In 1933, the annual report lists formation of a detective division of sorts, with 31 men assigned "as service required." But the big step forward that year was the department's first radio communications setup. True, the department used the broadcasting facilities of the Providence Police Department, but it was a far cry from the system used previously. "In the days before radio," General Chaffee says, "the State Police provided red metal discs to places where there was adequate telephone service and some one to put out the disc when there was a call from barracks." The communications system was further broadened in 1935 when, on July 25, a six-machine teletype division was set up in the State House. The same year the vehicle fleet included, strangely, some convertibles.

In 1936, the department's ranks were swelled by two — two dogs. The original canine corps of two bloodhounds has grown today to six. A year later the ranks were further swelled, this time by men, and the department's strength reached 70.

The same year, with a helping hand from an America's Cup defender and a commercial radio station, the department began setting up its own radio system. Commodore Harold S. Vanderbilt donated the mast from cup defender "Enterprise" and William S. Cherry of radio station WPRO added that station's former towers

and transmitter. By 1938, station WRSA was on the air.

The department, in 1939, was reorganized into a system of bureaus. Headquarters at Lincoln was the center for a Northern district at Scituate, Eastern district at Portsmouth and Southern district at Wickford and Hope Valley. Also initiated was the departmental pistol championship. Trooper Lewis E. Pendleton became the first in what is now a long line of sharpshooters.

The years 1942 through 1945 threw the department into a war-time reduction crisis that the then superintendent, Colonel Kelly, warned was a serious one. Radio technicians and social investigators, the latter women, were added to the department, but the force dipped, by 1945, to two-thirds of its normal strength. Substations were closed. Normal duties were discontinued in several cities and towns. Colonel Kelly had taken his stand: "We can't get recruits. But we won't lower our standards." But the undermanned department found its duties continuing to grow. In 1943 alone, the department provided escort guard for 909 military convoys. It wasn't until 1946 that the department regained its normal complement of men — 71 policemen, three specialists, 10 civilians.

Dr. John Bolster joined the department in 1947 as its first department surgeon. He served until his death in 1952, when the present surgeon, Dr. Edward B. Curran, was named to succeed him.

In 1948, the department's cars took on the appearance so familiar to today's motorists — sirens and flashing red lights were added. A year later, janitors were hired, relieving troopers of daily clean-up chores. The same year the radio system was improved and mobile sets added. A year later, the teletype system grew into a 15-state hookup. Cities and towns continued to be incorporated into the network. Today, it's part of an Atlantic seacoast three-circuit relay system and linked to the 41-state National Police Teletypewriter Network. Byproducts for the general public include timely information on weather and traffic conditions.

In 1956, summer uniforms, tropical worsted with short sleeves and panama hats, were added to supplement the department's traditional and distinctive Bedford cord. The standard uniform is patterned after that of the Royal Canadian Mounted Police and claimed by some to be superior in design. Troopers wear no badge, only a number. A year later, the radio system was reorganized into two base stations, KCE706 in the north and KCE707 in the south, and a portable unit was placed in the governor's office. The department's strength grew to 84 men in 1957 and 103 a year later.

The year 1959 signaled a major reorganization of the department under Colonel Stone and the birth of the present detective division. Patrols were split into two divisions — "A" out of Lincoln, Chepachet and Portsmouth; and "B" out of Scituate, Howard, Wickford and Hope Valley.

The detective division has grown to 25 plainclothesmen and is charged with all investigations, except those

involving personnel and vehicles and traffic. Colonel Stone praises the division as having a "tremendous impact on the criminal element" and says it's "on a par with any state police detective bureau in the country." But Colonel Stone stresses the division works as part of a team: "Many detective cases have been started by the trooper on patrol." The division's services are available to local police departments in yet another example of increasing cooperation between State and local police.

Other bureaus, under the department's current organization, include traffic and supply, training, teletype, radio and fire marshal. Civilian personnel now includes a business manager, teletype operators, janitors, two stenographers, a switchboard operator and two chaplains. The latter, named in 1960, are the Rev. William M. Delaney of St. Maria Goretti Church, Pawtucket, and the Rev. Harrington M. Gordon Jr. of Holy Trinity Church, Cranston. The fleet now has 67 cars, 10 cycles and an armored car. Two whirlybird helicopters are at the department's disposal. There also is a mobile field office in use.

Education has always played a major role in department activities. The present training bureau has four principal responsibilities: the recruit school, the annual refresher school, classes on a regional basis for local police and many other state and local agencies, and the municipal police training school. The latter was created by enactment, in 1955, of an amendment to the State Police Act. Members of the department have not only helped train local police, but on occasion they have been called to assist in formation or reorganization of local departments. Even police officers from foreign countries have, on occasion, received training from the department. For the department to be selected to provide this type of training is perhaps indicative of the esteem in which it is held. And members of the State Police are constantly available to carry information to meetings of civic and religious organizations and to academic career day programs. Meanwhile, members of the department themselves find education a continuing process. In addition to attending courses offered within their department, members have traveled throughout the country to attend seminars and schools.

Year-by-year statistics indicate not only the workload of the department but also its effectiveness. Hundreds of auto accidents are investigated each year, ranging from 212 in 1926, the department's first full year, to 1,466 in 1963, and close to 26,000 in its 40-year history. Traffic violations investigated total close to 100,000 annually in recent years. The record year came in 1962 when the department handled 121,328. In 40 years it has uncovered close to two million violations.

State Police have been rolling up more than 2,000,000 patrol miles a year in recent years and travelled over that mark to a record 2,106,653 miles in 1963. The total is even more impressive when compared to the 173,000 patrol miles logged by the original force in 1925. In 40 years, patrols have brought the department's vehicles over more than 50,000,000 miles on the state's



Troopers from the Portsmouth Barracks patrol the Island of Rhode Island.

roads.

Traffic deaths, as General Chaffee recalls, were increasing alarmingly in the years before 1925. The department's record in cutting fatalities on state roads has been strikingly successful in the face of ever-increasing traffic. In 1926, the department's first full year, traffic deaths on patrolled roads were cut from 35 to 15. The total despite a staggering increase in miles of road to patrol, was cut proportionately almost steadily until there were but 27 in 1938. The lowest figure recorded since 1926 was 20 in 1948. Last year there were 41. The recently increasing use of "spotlight" radar equipment promises to further cut fatalities and discourage speeders.

The long arm of the law, State Police-style, stretches out to well over 3,000 persons a year now — lawbreakers who find themselves under arrest. More than half are arrested for motor vehicle violations. The busiest year on record appears to be last year, when the department arrested 3,923 persons, 2,534 of them motor vehicle arrests.

Perhaps the statistics that best compare the department's efficiency to that of other law enforcement agencies throughout the United States is the annual percentage of indictable crimes cleared by arrest. The Federal Bureau of Investigation, in its report of July 1964, lists a na-

tional average of 25.1 per cent of known offenses cleared by arrest. This figure resulted from 2,541,275 offenses in 2,561 cities and towns throughout the country with a total population of 90,583,000. And for the New England states, on figures supplied by cities with a total population of 6,899,000, the percentage is 25.9.

Rhode Island's relative success, since tabulations of crimes cleared by arrest were first compiled by the department in 1934, has constantly been above the percentages cited in the FBI report. This is true even in the first year of record keeping when 29.1 per cent of indictable crimes were crossed off the record book with arrests. And that is the lowest percentage in the department's history. Often the department's percentages have hovered near the 60 per cent mark. In the last three years it has been 63.6 per cent (in 1962); 66.8 per cent (the department's personal high in 1963 when 457 arrests were made to clear 684 indictable crime cases); and 65 per cent (in 1964).

The men of the State Police, in 32 years of record keeping, have cleared by arrest approximately 55.6 per cent of indictable crimes reported.

Many of the indictable crimes not cleared annually by the department are various offenses against property. In 1956 alone, 43 breaks at vacant homes were among the 197 indictable crimes not cleared. The department's experience of far greater success in clearing crimes against the person than crimes against property follows a national and understandable trend.

The department's traffic law enforcement efficiency has won several awards, among them citations from the joint committee of the National Safety Council and the International Association of Police Chiefs for "outstanding performance." Several times the department has been rated first in its classification. The department's educational program also has won awards. The honors, though not sought out purposely, continue to roll in. Some are unusual, yet fitting. Like a 1951 Providence Chamber of Commerce award to Trooper Joseph P. O'Rourke — the first courteous driver award.

Moreover, General Chaffee said years ago in an annual report that "it is evident that the ability of the citizens to call on this force has had an effect not measured in statistics." The theory still holds. And one gauge of efficiency is lack of complaints. The department receives few. Instead, Colonel Stone says, "Hardly a day goes by when we don't get a letter of appreciation."

Nevertheless, the department is always looking for ways to improve its service. Such is the plan of Colonel Stone in organizing an auxiliary department to assist in traffic control and barracks duties. He sees the need for a force of about 50 men, men from all walks of life, men to serve as volunteers without pay. The plan is larger in scope than two previous formal attempts at auxiliary assistance: the State Police Legion Auxiliary, formed some years ago; and the State Police Volunteer Associates, a reserve corps of retired state policemen planned by Colonel Gill in 1961. The former group was used for emergency traffic control; the latter group organized and alerted but never pressed into service. Major Iacoi also recalls volunteer assistance in traffic control during World War II when the department suffered its manpower shortage.

There are, perhaps, almost infinite reasons for the department's proud record of service. But both General Chaffee and Colonel Stone agree that one of the keys is the department's three-year enlistment rule, one of many semi-military characteristics of this admittedly quasi-military organization. Says General Chaffee: "Because of this rule the department doesn't get hangers on with the attitude that it's more like a home than a job." Adds Colonel Stone: "It keeps the men on their toes."

Also important is the department's strict discipline. Infractions of departmental regulations are handled within the department itself in a trial board system much like the military's courts martial setup. And, if regulations are stiff, the boards are stiffer. General Chaffee sums it up: "Discipline is the first pride of the service and the State Police are their own most severe judges."

Other military style characteristics of the department are purely by purposeful design: furlough . . . leave



The Wickford Barracks on the Post Road

time . . . roll call . . . equipment inspections . . . demerits . . . physical fitness program . . . training obstacle course . . . staff meetings . . . departmental athletic teams . . . annual inspection. Colonel Kelly was of the opinion, during his tenure, that the key was the almost absolute power vested in the superintendent. This is in keeping with the department's military style chain of command.

Entrance standards today remain as rigid as in 1925. Colonel Stone tells why: "It's not only for the protection of the public. It's for the protection of the department."

Not only is the department's service efficient, it's also relatively low in cost. In the department's first year it cost the state about \$74,620. And that year's annual report credits the department with "repaying" \$69,088.19 of its budget through court fees, fines and recovered property.

The department no longer lists its monetary "credits." Still, the service is cheap in cost when measured by modern-day economics. The current budget is about \$1,324,140. Figured on the state's most recent census population, this figures out to a yearly cost of about \$1.54 per person — less than the price tag of a carton of cigarettes, six gallons of gas, or, this publication.

The future withholds the unwritten chapters in the unfolding story of the Rhode Island State Police. Meanwhile, the men of the department continue to write the story day-by-day in the service of the state.

Pictures by Tilley