

City of Providence  
DEPARTMENT OF MILK INSPECTION  
C. V. Chapin Hospital  
153 Eaton St., Providence, R.I.

November 2, 1953

To the Honorable The City Council of the City of  
Providence, Gentlemen:

The following list of individuals, firms, companies,  
corporations, etc., with the approval of the Inspector of  
Milk, respectfully request licenses to sell milk, cream,  
and skimmed milk in the City of Providence.

IN CITY COUNCIL

NOV 2 - 1953

READ AND GRANTED

*W. Everett Whelan*  
CLERK

Respectfully submitted,

*Edwin M. Knights*  
Edwin M. Knights, Ph.D.  
Deputy Inspector of Milk

- 1394 LAURA MARTIN  
69 Bates St.  
Providence, R.I.
- 1395 NICK NICOLOPOULOS  
445 Benefit St.  
Providence, R.I.
- 1396 HUDSON STREET MARKET  
Joseph Mazzearella  
68 Hudson St.  
Providence, R.I.
- 1397 GLORIA WILKS  
584 Potters Avenue  
Providence, R.I.
- 1398 LLOYD COMPANY  
Mrs. Kesterman  
119 Waterman Street  
Providence, R.I.
- 1399 CORNELL'S PHARMACY  
394 Wickenden St.  
Providence, R.I.

702  
REPORT OF THE COMMITTEE  
ON

CLAIMS AND PENDING SUITS

PAGE 1.

TO THE HONORABLE THE CITY COUNCIL  
OF THE CITY OF PROVIDENCE

GENTLEMEN:

Your Committee on Claims and Pending Suits respectfully reports relative to the number of cases in which settlements were recommended for the quarter ended September 30, 1953. Your Committee has recommended settlement in thirteen cases.

Respectfully submitted

For the Committee:

IN CITY COUNCIL  
NOV 2 - 1953

RECORDED  
WHEREUPON IT IS ORDERED THAT  
THE SAME BE RECORDED.

*N. Everett Whelan*  
CLERK

*John Ferreira*  
JOHN FERREIRA,

CHAIRMAN.

REPORT OF THE COMMITTEE  
ON

CLAIMS AND PENDING SUITS

PAGE 2..

	\$
Fred L. Mulcahy (Collision)	9.40
Mary Barone (Collision)	77.68
Gino Salvatore (Collision)	40.00
Harold S. Russo (Collision)	50.00
William R. Rossi (Collision)	67.17
Joseph Camara (Collision)	15.00
Irene L. Smith (Sidewalk)	50.00
Thomas Rush (Property)	25.00
Thomas DiBello (Collision)	47.20
John P. Cannon (Collision)	30.32
Mike Dudewack (Refund-Deposit)	10.00
Theodore G. Pliakas (Collision)	40.00
Evelyn D. Lanois (Estate Deposit)	<u>52.31</u>
TOTAL	\$514.08

## REPORT OF THE CITY MESSENGER

For the month of A U G U S T

1953

## TO THE HONORABLE THE CITY COUNCIL OF THE CITY OF PROVIDENCE:

Complying with the provisions of the City Ordinances the undersigned reports to your honorable body the following statement of "the expenditures and liabilities incurred in the care and superintendence of the City Hall and adjacent sidewalks," for the months of

For lighting City Hall,.....	\$ 597 59
" power, .....	163 50
" fuel, .....	
" pay-roll of clerks, engineer, fireman, janitors, elevator men, watchman, etc., .....	5 435 05
" supplies, .....	1 385 74
" salary of City Sergeant and Deputy, .....	1 236 00
" new furniture, .....	
" furnishings and repairs, .....	
" telephone service, excess calls.....	1 919 83
Rent - Studley Land Co. ....	300 00
Purchase of automobile .....	<u>1 184 45</u>
	\$12 222 16

IN CITY COUNCIL  
NOV 2 - 1953

READ:  
WHEREUPON IT IS ORDERED THAT  
THE SAME BE RECEIVED.

*Beverly Whelan*  
CLERK

Respectfully submitted,

*William Browley*  
City Sergeant  
Acting as City Messenger.

REPORT

OF THE

CITY MESSENGER

FOR THE

Month of

FILED

OCT 29 4 13 PM '53

CITY CLERK'S OFFICE  
PROVIDENCE, R. I.

# REPORT OF THE CITY MESSENGER

For the month of S E P T E M B E R

1953

## TO THE HONORABLE THE CITY COUNCIL OF THE CITY OF PROVIDENCE:

Complying with the provisions of the City Ordinances the undersigned reports to your honorable body the following statement of "the expenditures and liabilities incurred in the care and superintendence of the City Hall and adjacent sidewalks," for the months of

For lighting City Hall,.....	\$ 640 54
" power, .....	163 50
" fuel, .....	164 79
" pay-roll of clerks, engineer, fireman, janitors, elevator men, watchman, etc., .....	5 052 80
" supplies, .....	1 036 54
" salary of City Sergeant and Deputy, .....	958 00
" new furniture, .....	
" furnishings and repairs,.....	
" telephone service, excess calls.....	1 941 81
Rent - Studley Land Co. ....	300 00
Purchase of Station Wagon .....	1 635 70
	<hr/>
	\$11 893 68

IN CITY COUNCIL

NOV 2 - 1953

RECORDED:  
WHEN IT IS ORDERED THAT  
THE SAME BE RECORDED.

*Beverly Whelan*  
CLERK

Respectfully submitted,

*William Browley*

City Sergeant  
Acting as City Messenger.

REPORT  
OF THE  
CITY MESSENGER  
FOR THE

Month of

FILED

OCT 29 4 13 PM '53

CITY CLERK'S OFFICE  
PROVIDENCE, R. I.

Honorable Walter H. Reynolds  
Mayor of Providence

Dear Mayor Reynolds:

The following outlines of a proposed reorganization of the police department is in the nature of a progress report of my term as Commissioner of Public Safety, with observations and recommendations for its continued efficiency and sound management:

As in any business, police work requires continuous evaluation if it is to provide a return to the taxpayer commensurate with budget allotments. The work of the police administrator, therefore, is never static. Organization and techniques applied today may be totally inadequate tomorrow.

Following research and studies conducted in this and other police departments, I am convinced there is need for a reappraisal of the existing organization patterns to meet today's problems and needs.



To cite an example: More and more emphasis is placed on traffic with demands that more manpower be applied as the only solution to its control and movement. However, studies here and elsewhere, indicate that with the most effective deployment of the total strength to this problem, additions to the police complement can be trimmed or in some cases, found unnecessary.

It is indisputable that the distribution of the total police strength should be in proportion to the need for police service. Measurement of the proportionate need, based upon any single factor, such as population, area, assessed valuation or geographical location, is obviously inadequate. The conditions that create a need for police service are so many, so variable, and so complex that their segregation and individual evaluation are arduous. Police service is provided by men and manpower is the basic measurement for the amount of service. Therefore, the conditions that induce a need for police service, such as the five o'clock traffic jam or an upward swing in crime in certain areas, must be studied before the most effective deployment of personnel can be made.

My experience has convinced me that police personnel should be recruited and distributed in direct proportion to the need for police service. The essence of the problem of distribution lies in measuring the proportionate need which derives directly from police hazards. For instance, it has been obvious to anyone connected with the police department that police work in connection with the movement of vehicular traffic has grown in 25 years from a small specialized unit to a major responsibility involving practically all police personnel in the uniformed branch. Furthermore, studies in major urban areas in this country show convincing proof of the tremendous impact the increased use of motor vehicles has had upon the police since the War.

Following research and study of this problem in Providence, it is my intention to establish closer coordination between the patrol and traffic forces so that at the peak periods of traffic movement there will be applied the greatest amount of available manpower, without impairing any other function of the department. In like manner, during the late night and early morning hours, when traffic movement is no problem, the effective strength of the patrol force can be augmented in the areas and at the times when police

hazards associated with the night-time, are most likely to occur.

A recent survey of this phase of police work provides statistical evidence of the increase in police hazards between the hours of 8 p.m. and 4 a.m. For example, the crime of burglary is usually perpetrated at night; disturbances and assaults are more frequent in the early part of the night. On the other hand, the day patrolman is more and more occupied with traffic problems, the daylight itself providing the subduing influence in more serious crime.

It is my intention to set up a fourth platoon which will work in the areas where police hazards are prevalent between the hours of 8 p.m. and 4 a.m. To man this additional platoon it will be necessary to realign the distribution of the day patrol force, providing greater concentration on traffic, and, where the absence of police hazards during daylight hours permit a reduction of day patrolmen, the men thus saved will be more effectively assigned to night patrol.

With the rapid increase in post war traffic, Providence, like many other metropolitan cities of even greater area, has endeavored to apply the best methods in traffic engineering, public education and enforcement. Much good has been accomplished in cooperation with the Traffic Engineer's Department.

From time to time, demands have arisen for additions to the quota of men assigned to traffic duty.

Under my direction, studies have been made of manpower distribution, peak loads, enforcement procedures and measurements to provide a continuing evaluation of the over-all traffic problem in this metropolitan area. It is a fact that traffic flow and control in Providence is aggravated by its position as the hub of Southern New England as well as its central position in relation to the surrounding cities and towns. It is my intention to apply the greatest amount of manpower available to this problem, without impairment of other vital police functions. Requesting additions to the police quota for direct assignment to traffic, without consideration of all the factors involved, would not be consistent with sound management and budgetary practices.

My objective is a unification of the combined available strength of the precinct patrol forces and traffic men with the major objective of adding to the traffic effort without increasing the total manpower requirements. It will emphasize the part that traffic plays in the total police effort without detracting from the basic police function of patrol. Certainly, it is consistent with the purpose of the police to protect the lives and property of the citizenry, as a glance at the mounting costs of traffic accidents in lives and property will vindicate any special efforts made to reduce this high toll. Special emphasis will be laid upon accident investigation and statistical data so that a continuous study can be made of the places of occurrence and causes of accidents. For this purpose, I shall ask the Traffic Engineer to assign the part-time services of a member of his staff to the Traffic Bureau so that areas of accident potential can receive additional enforcement treatment should that be indicated. Members of the traffic bureau will be especially trained in accident investigation work so that they can apply the knowledge thus gained to accident prevention.

Centralizing precinct operations- closing Pct. 3.

The police hazards and general make-up of this area are mostly of the type suitable to motor patrol with dismounting for inspectional purposes.

Maintenance of this precinct station house with its complement of one captain, four lieutenants, six sergeants, janitors and clerks, together with plant up-keep, appears too costly for the long lost "quieting influence" of its location when first occupied. Police work was largely foot patrol then with people coming to the station house to make complaints. Today a policeman is available by means of telephone, radio and automobile and no longer does the citizen need to go to the station to make his complaint.

Furthermore, the structure which houses this station is in need of repairs estimated to cost between \$40,000 and \$50,000.

Therefore, I recommend that this building be abandoned, upon provisions being made to transfer the police school to the Chad Brown building where there will be more room for the various school activities and where they can be located on the main floor.

All personnel now assigned to Pct. 3 will be transferred to the command of the Central Station where they will report for all roll calls. All clerical employees will be reassigned to clerical duties now performed by active police officers. Janitors will be reassigned to headquarters or Chad Brown building.

Closing Pct. 2

Over the past two years, large scale repairs have been made to this modern structure, built in 1928. I propose to make additional improvements to the first floor for the purpose of accommodating the police school. I shall ask the Superintendent of Buildings to make an appraisal of the cost which I believe will be moderate.

As in the case of Pct. 3, the running of this precinct station, with its large police complement, is too costly, when it is considered that police service is largely performed by motor patrolmen dispatched by radio.

Therefore, I intend to abandon precinct station 2 as an active command and to transfer all personnel to Central Station command.

For purposes of mustering at roll calls, personnel assigned to the area formerly designated as Pct. 2, will report to the guard room, Chad Brown building, at their respective tours of duty. Vehicles used in this section, but under Central Station command, will be garaged at the Chad Brown building. All civilian clerical employees will be transferred to clerical duties now performed by active police officers. Janitors will be transferred to headquarters or remain at Chad Brown as need dictates.

Precinct boundaries and district lines

There will be one precinct command for the entire city area. Posts and beats will be revised from time to time as the exigencies of the police service require. For the purposes of transition from three commands to one, and so that there will be no hiatus in police coverage of any area, the present post and beat outlines will be used. I have ordered a study of posts and beats so that greater efficiency in the use of manpower can be obtained with increased coverage.



Patrol

This fundamental purpose of the police has not changed with time, but the methods of patrol have been modified and modernized to meet changed conditions. Motor patrol has assumed proportions not envisaged by the police thirty years ago.

Notwithstanding, foot patrol in certain areas is still indispensable. A recent survey indicates that beats need to be studied as to their suitability to foot or motor patrol; beat lines need to be re-drawn and the type of hazards encountered taken into consideration in this major re-alignment of patrol beats and men. Unification of the total patrol and traffic forces in the proportionate amount and at the right times and places will do much to relieve what appears to be a constant shortage of available manpower, or "effectives."

As indicated elsewhere, I have directed that an augmented night patrol be instituted with the addition of a fourth platoon between the hours of 8 p.m. and 4 a.m., the strength and disposition of this extra force to be determined by the chief of police after a survey of the areas and the types of police hazards encountered.

**Detective Division**

A major change in this important branch of police work will be to add the investigation of crime committed by juveniles and women. Recent statistics show that juvenile delinquency and crimes committed by juveniles has increased alarmingly. By the application of the coordinated strength of the detective division and juvenile patrolmen and policewomen, it is believed that this growing problem can be curbed or retarded. The special handling of juveniles will be continued as required by statute, but the entire investigative resources of the detective division will be applied to the solution of crimes committed by juveniles. Crime prevention programs and activities will continue to be the prime responsibility of personnel assigned to this important work.

**Selection of detectives**

Other than natural aptitude, it is difficult to determine what makes an able detective. It is therefore incumbent upon the administrator to provide some reliable standard whereby all members of the department can be tested for

latent capacities, other than an aggressive and curious disposition, so that men with the characteristics and experience necessary to this type of police work, may be given an opportunity to display such aptitudes. Therefore, men with these capacities now in the uniformed branch should be examined by a board under the auspices of the Police School, and if found fitted, should be chosen from this roster for future detective duty. Men assigned to detective duty who do not prove themselves after 30 days should either be continued for another trial period of 30 days, or returned to previous assignment. Only by this trial process can the essential qualities of a good investigator be given an opportunity to show.

For this purpose, I intend to institute a school for detectives to be conducted for the benefit of men in the uniformed branches desirous of learning the techniques of investigation and for the purpose of providing selected men for ultimate assignment to the detective division.

Within the division itself, men assigned to special squads should be rotated periodically, thereby providing experience in all phases of this important branch of police work.

The receipt, recording and indexing of stolen articles, recovered property and articles held for evidence, will be under the command of the Auxiliary Services Division, and will relieve the Detective Division of a records task of considerable size.

Auxiliary Services Division

For the purpose of combining related activities and auxiliary functions under one command, it is proposed to reorganize the present Division of Records and Communications to include the following:

Central records, including identification and prosecution records;  
License investigation and hackney carriage;  
Communications;  
Property, including vehicles and buildings;  
Maintenance of property;  
Supplies.

These are services which are supplementary to the line functions of patrol, traffic and investigation.

New procedures for the receipt, indexing, and storage of stolen and recovered articles will be set up. Adequate storage facilities, under the

supervision of a property clerk are to be provided. On coming into the hands of the police, all property hereafter will be immediately invoiced to this division upon the forms to be provided. Property required for evidential purposes at court, will be obtained at the property room where it has been carefully indexed, catalogued and preserved for this purpose.

The maintenance of all police property; buildings, vehicles and communications will be under this division.

All records functions, including identification, polygraph recording, prosecution, as well as the central records of the department, will be lodged in this new division. Procedures of auditing precinct and divisional records will be established and a master assignment register of cases under investigation will be maintained for auditing purposes.

The initial investigation of applications for licenses, the preparation of evidence for presentation to the License Bureau and the supervision of hackney carriage drivers will be under its control.

License Enforcement

The enforcement of provisions of the law and regulations of the License Bureau will be the responsibility of the Uniformed and Detective Divisions. The police will be vigilant in their detection, prevention and suppression of all violations of the law, especially as it affects public morals in the form of salacious literature or indecent shows or exhibitions. All such violations will be immediately brought before the License Bureau as the issuing authority and prosecuted to the fullest extent.

As head of the police department, the Commissioner of Public Safety finds himself at one and the same time acting as prosecutor and judge of cases appearing before the License Bureau of which he is ex-officio member. This appears to be an unfair and untenable position both to the official and to the parties appearing before the board. It is suggested that at the next session of the legislature, the provisions of Chapter 2721 of the Public Laws of 1951, Section 160, be amended by removing the Commissioner of Public Safety as the third member of said Bureau of Licenses.

In conclusion, these proposals for reorganizing the Providence Police Department, emphasize improving the internal organization by the application of sound management principles and practices, coupled with closer administrative control by the Commissioner.

**Training:** Above all else, I believe this represents the best guarantee for the future success of the Providence Police Department.

**Traffic:** The general reorganization, which is aimed at achieving maximum efficiency in the utilization of the available manpower and equipment with the major objective of adding to the traffic effort. The proposed reorganization will increase the capacity of the entire department to deal with traffic problems without increasing total manpower and equipment requirements.

**Unification:** Unification of the uniformed personnel in one central command with traffic and precinct forces coordinated, is a practical way in which this objective can be attained.

**Combining like functions:** By creation of the Auxiliary Services Division it will be possible to group all related and auxiliary functions.

**Chain of Command:** By shortening the chain of command so that the Commissioner of Public Safety has only four top subordinates directly in command of the department: the Chief of Police as executive officer and in over-all command of the department, and the three divisional commanders in charge of uniform, investigation and auxiliary branches.

**Administrative Assistant:** By providing the Commissioner of Public Safety with an assistant in the same relationship as that of the administrative assistants to our local Governor or Mayor.

It is my strong conviction and belief that this program is sound in form and worthy of adoption and for this reason I respectfully request your Honor's approval for submission to the City Council the following necessary changes in the job classification in order to adequately implement this program:



That the position "Chief of Detectives" be eliminated and that the title be changed to "Commander, Detective Division" at the same compensation now allowed the Chief of Detectives.

That two additional ranks of "Commander" be allowed, as follows: Commander, Uniformed Division, and Commander, Auxiliary Services Division, both positions at compensation equal to that now allowed the Chief of Detectives.

That the title and position of Secretary to the Commissioner of Public Safety be changed to the title and position of Administrative Assistant to the Commissioner of Public Safety at compensation of \$6500.00 per annum.

Respectfully submitted,

John B. Dunn  
Commissioner