

Louis T. Cote'City Tax Assessor

City Hall
Providence 3, Rhode Island

May 21, 1965

To the Honorable City Council of the City of Providence:

Pursuant to the provisions of Sections 41 and 42 of Chapter 32 of the General Laws of the State of Rhode Island, Revision of 1938, the undersigned, City Assessor of the City of Providence, hereby requests your Honorable Body to cancel the following tax assessments or such part thereof as may be requested, as hereinafter set forth.

The City Tax List certified to the City Collector of the City of Providence on June 15, A. D. 1965, contains the following assessment:

	<u>Total tax</u>	<u>Corrected Total tax</u>	<u>decrease</u>
1961			
03 303 900 William J. Charnley 85 Chester Ave. 4,050. intangible Died prior 12/60.	16.20	0	16.20
03 562 560 Robert O. Conway 136 Webster Ave. 880. M.V. Servicemens' Act.	34.32-	0	34.32
09 015 050 Robert C. Iannone 30 Burns St. 640. M.V. Servicemens' Act.	24.96	0	24.96
19 415 209 Peter H. Snyzyk 83 Orms St. 2,200. M.V. Servicemens' Act.	85.80	0	85.80
03 513 295 Melville H. Comstock, Admr. Est. James E. Birmingham 572 Elmwood Ave. 10,000. intangible No assets in estate.	40.00	0	40.00
1962			
03 513 295 Same 10,000. intangible No assets in estate	40.00	0	40.00

forward

	<u>Total tax</u>	<u>Corrected Total tax</u>	<u>decrease</u>
1963			
03 513 295			
Same			
10,000. intangible	40.00-	0	40.00
No assets in estate.			
1964			
03 513 295			
Same			
10,000. intangible	40.00	0	40.00
No assets in estate.			
19 186 500			
David C. Seeley			
c/o Arthur Griess			
Box 892			
Litchfield, Conn.			
3,500. intangible	14.00	0	14.00
No assets in estate.			
1963			
19 186 500			
Same			
3,500. intangible	14.00	0	14.00
No assets in estate.			
1962			
03 303 900			
Esther A. Dick			
183 Ives St.			
4,050. intangible	16.20	0	16.20
Assessed to wrong person.			
1964			
19 616 700			
Rosa Suter wid Emil			
422 Smithfield Ave.			
8,550. intangible.	34.20	0	34.20
Died prior to 12/31/63.			
23 197 400			
Florence M. Williams			
361 Lloyd Ave.			
200. tangible	7.80	0	7.80
No assets as of 12/31/63.			
10 103 511			
George M. Jordan Jr.			
775 Cranston St.			
260. M.V.	10.14	0	10.14
Servicemens' Act.			

YTD IN
COUNCIL
IN CITY

204 6 11

BRIDGE ST
NO 2000000000000000

1000 1000000000000000

1000 1000000000000000

Recommended by:

Tangible Property Aide

Approved by:

Louis T. Cote
City Assessor

IN CITY COUNCIL
AUG 16 1965

APPROVED:

Vincent Vespa
CLERK

IN CITY COUNCIL

JUN 3 1965

FIRST READING
REFERRED TO COMMITTEE ON
CLAIMS AND PENDING SUITS
Zinnit Lopez, CLERK

THE COMMITTEE ON
CLAIMS AND PENDING SUITS
.....
Recommends

JUN 3 0 1965

William X. Wall House
CLERK
Approval

MAY 27 4 15 PM '65
DEPT. OF CITY CLERK
PROVIDENCE, R.I.

Louis T. Cote'City Tax Assessor

City Hall
Providence 3, Rhode Island

May 14, 1965

To the Honorable City Council of the City of Providence:

Pursuant to the provisions of Sections 41 and 42 of Chapter 32 of the General Laws of the State of Rhode Island, Revision of 1938, the undersigned, City Assessor of the City of Providence, hereby requests your Honorable Body to cancel the following tax assessments or such part thereof as may be requested, as hereinafter set forth.

The City Tax List certified to the City Collector of the City of Providence on June 15, A. D. 19 64 , contains the following assessment:

1964			total tax
03 073 590			
John Campinha			
193 O'Connell St.	2,910. real estate		
	2,820. M.V.	\$	223.47
		ExCr	39.00
			<u>184.47</u>

The city tax should read and the assessment should stand as follows: auto overassessed.

03 073 590			total tax
John Campinha			
193 O'Connell St.	2,910. real estate		
	1,240. M.V.		161.85
		ExCr	39.00
			<u>122.85</u>

decrease	1,580. M.V.	\$	61.62
----------	-------------	----	-------

* forward

Louis T. Cote'City Tax Assessor

City Hall
Providence 3, Rhode Island

May 24, 1965

To the Honorable City Council of the City of Providence:

Pursuant to the provisions of Sections 41 and 42 of Chapter 32 of the General Laws of the State of Rhode Island, Revision of 1938, the undersigned, City Assessor of the City of Providence, hereby requests your Honorable Body to cancel the following tax assessments or such part thereof as may be requested, as hereinafter set forth.

The City Tax List certified to the City Collector of the City of Providence on June 15, A. D. 19 64, contains the following assessment:

		total tax
1964		
03 544 210		
Hilary H. Connor		
264 Reservoir Ave.	800. tangible	
	840. M.V.	\$ 63.96
		ExCr <u>39.00</u>
		24.96
03 544 215		
Hilary J. Connor		
264 Reservoir Ave.	11,310. real estate	441.09

The city tax should read and the assessment should stand as follows: Father and son - father is veteran.

03 544 210		total tax
Hilary H. Connor		
264 Reservoir Ave.	800. tangible	
		31.20
		ExCr <u>31.20</u>
		0
03 544 215		
Hilary J. Connor		
264 Reservoir Ave.	11,310. real estate	
	840. M.V.	473.85

decrease 03 544 210	640. M.V.	\$ 24.96
increase 03 544 215	840. M.V.	32.76

forward

Louis T. Cote'City Tax Assessor

City Hall
Providence 3, Rhode Island

May 27, 1965

To the Honorable City Council of the City of Providence:

Pursuant to the provisions of Sections 41 and 42 of Chapter 32 of the General Laws of the State of Rhode Island, Revision of 1938, the undersigned, City Assessor of the City of Providence, hereby requests your Honorable Body to cancel the following tax assessments or such part thereof as may be requested, as hereinafter set forth.

The City Tax List certified to the City Collector of the City of Providence on June 15, A. D. 19 64, contains the following assessment:

1964		total tax
11 230 385		
Evelyn R. Kushel		
83 Larch St.	380. M.V.	\$ 14.82

The city tax should read and the assessment should stand as follows: assessed for wrong year.

11 230 385		total tax
Evelyn R. Kushel		
83 Larch St.	240. M.V.	\$ 9.36

decrease	140. M.V.	\$ 5.46
----------	-----------	---------

forward

Louis T. Cote'City Tax Assessor

City Hall
Providence 3, Rhode Island

May 25, 1965

To the Honorable City Council of the City of Providence:

Pursuant to the provisions of Sections 41 and 42 of Chapter 32 of the General Laws of the State of Rhode Island, Revision of 1938, the undersigned, City Assessor of the City of Providence, hereby requests your Honorable Body to cancel the following tax assessments or such part thereof as may be requested, as hereinafter set forth.

The City Tax List certified to the City Collector of the City of Providence on June 15, A. D. 1961, contains the following assessment:

1961		total tax
09 035 100		
Armand Improta		
166 Longfellow St.	780. M.V.	\$ 30.42

The city tax should read and the assessment should stand as follows: one auto assessed under code 09 035 402.

09 035 100		total tax
Armand Improta		
166 Longfellow St.	640. M.V.	\$ 24.96

decrease	140. M.V.	\$ 5.46
----------	-----------	---------

forward

YTD MI
CONCIL
IDMUCOZ

ROBERT J. ...
BRIAN ...
NO ...
...

...
...
...

44-Y

Recommended by:

Tangible Property Aide

Approved by:

James T. Cote
City Assessor

IN CITY COUNCIL

AUG 16 1985

APPROVED:

Vincent Vespa
CLERK

IN CITY COUNCIL

JUN 3 1965

FIRST READING
REFERRED TO COMMITTEE ON
CLAIMS AND PENDING SUITS
.....
Winnet Lippis, CLERK

THE COMMITTEE ON
CLAIMS AND PENDING SUITS
.....
Recommends

JUN 3 0 1965

Approved

William H. Matthews

MAY 27 4 15 PM '65
DEPT. OF CITY CLERK
PROVIDENCE, R. I.



CITY OF PROVIDENCE - RHODE ISLAND

The Public Service Engineer

Peter J. Hicks, Jr.
Public Service Engineer

112 Union Street, Providence, R. I. 02903

August 10, 1965

To The Honorable City Council
City Hall
Providence, Rhode Island

Dear Sirs:

The Public Service Engineer submits the following report of a street lighting survey of places of public assemblage, such as; schools, hospitals, community centers, meeting halls, etc.. This survey was made in accordance with a Resolution of the City Council for the purpose of providing improved lighting for the approaches, entrances and exits where such places are regularly used by the public in substantial numbers at night. The Report includes that results of a survey of the street lighting in the areas, as well as, recommendations for improvement of such lighting where found necessary, and; the estimated cost of providing such improvement over the present costs.

REPORT

Street lighting is primarily installed to adequately illuminate the highway and public ways of the City so as to facilitate the safe movement of vehicle and pedestrian traffic and to assist the Police Department in its enforcement of the laws governing vandalism. Street light luminaires are especially designed to direct approximately 85% of the illumination on the highway and the balance on the sidewalk. Street lighting installations are not intended to illuminate entrances approaches or exits or private and public places of assemblage.

From time to time it is necessary to approve request form the agansett Electric Company for permission to install shields on the .naires where complaints have been made by residents of buildings sting the streets because the street lighting interferes with their vacy.

A special effort to improve the street lighting in the City of Providence is part of the overall street lighting program of this office. Our yearly budget included provisions for such improvement.

However, no new installations have been made since October, 1964 because of insufficient funds, due to a budget slash of approximately \$18,000.

In fact, we shall have a deficit of \$5000 on our last payment of this fiscal year in September 1965, due to the budget slash.

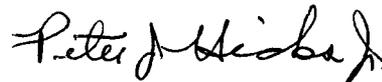
At this time, therefore, we are not in a position to recommend any additional expenditures.

Enclosed, herein, are copies of drawings showing the street lighting layout of the areas surveyed which indicate the location and type of luminaires installed. In every case the layouts conform with illuminating engineering standards for street lighting.

A review of the drawings will point out the fact that street lighting luminaires are not intended to be used as a substitutes for floodlighting units at places of public assemblage nor is floodlighting service provided for in our street lighting contract.

The Narragansett Electric Company does provide floodlighting service, where its facilities are suitable, under a seperate contract with the owner or owners of the premises. Where such illumination is desired the Narragansett Electric Company should be consulted.

Respectfully submitted by



Peter J. Hicks, Jr.
Public Service Engineer
Department of Public Works

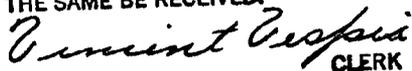
PJH, JR/jd

IN CITY COUNCIL

AUG 16 1965

READ:

WHEREUPON IT IS ORDERED THAT
THE SAME BE RECEIVED.



CLERK

SURVEY OF PUBLIC ASSEMBLAGE AREAS

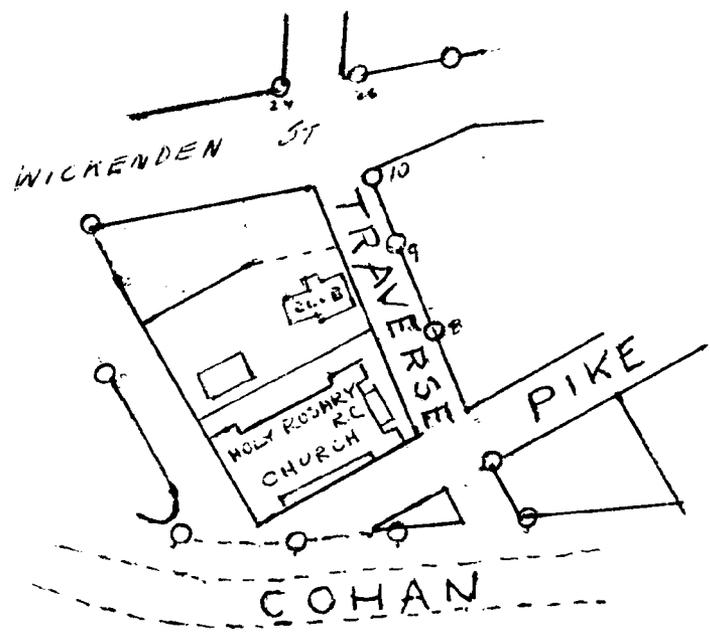
LEGEND

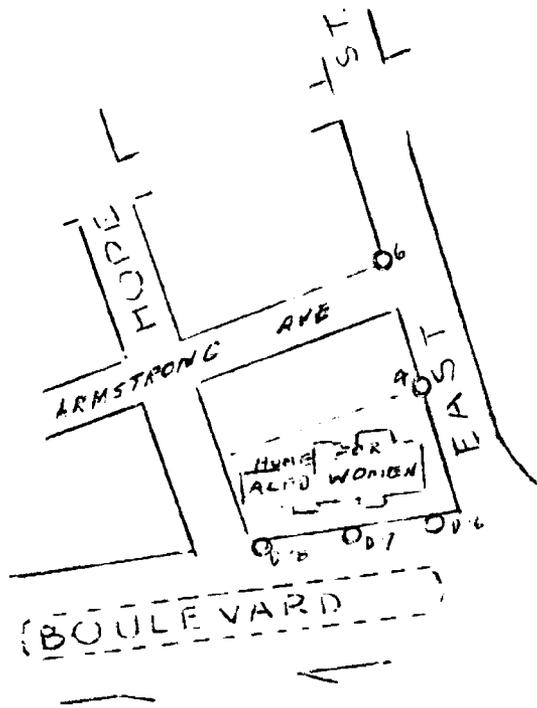
- ○ EXISTING 21000 LUMEN MERCURY VAPOR
- ⊗ EXISTING 2500 LUMEN INCANDESCENT
- EXISTING 1000 LUMEN INCANDESCENT O. H.
- ⊙ EXISTING 1000 LUMEN INCANDESCENT U. G.
- ○ EXISTING POLES
- ⊗ EXISTING TREES
- × × DARK AREAS

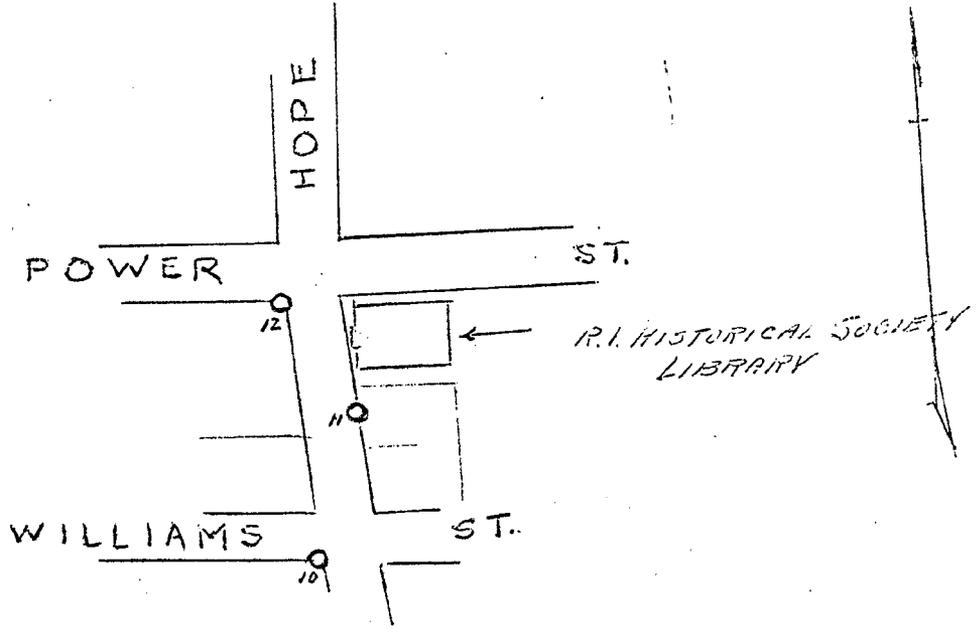
SCALE

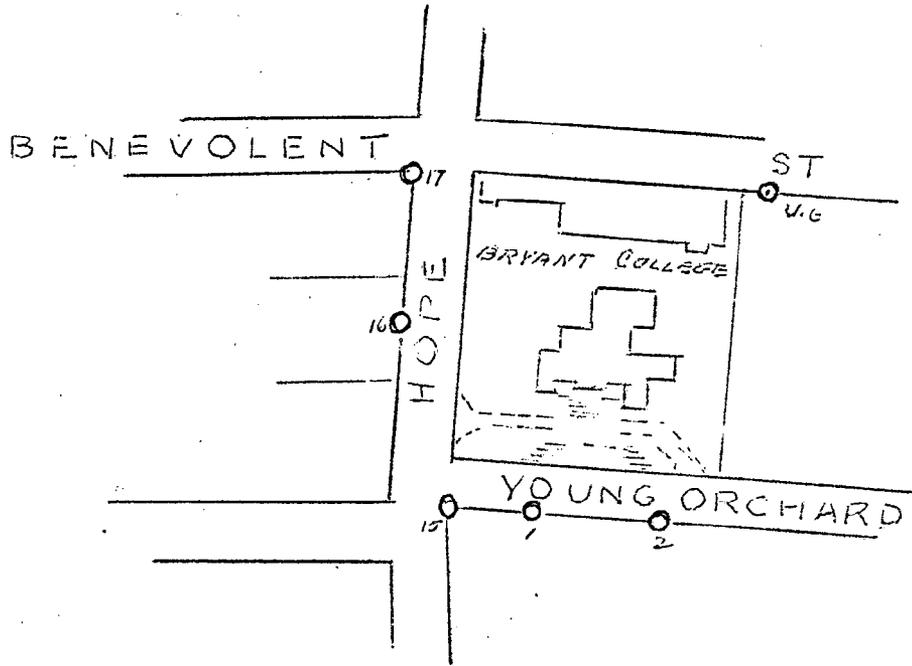
1/60 - INCH

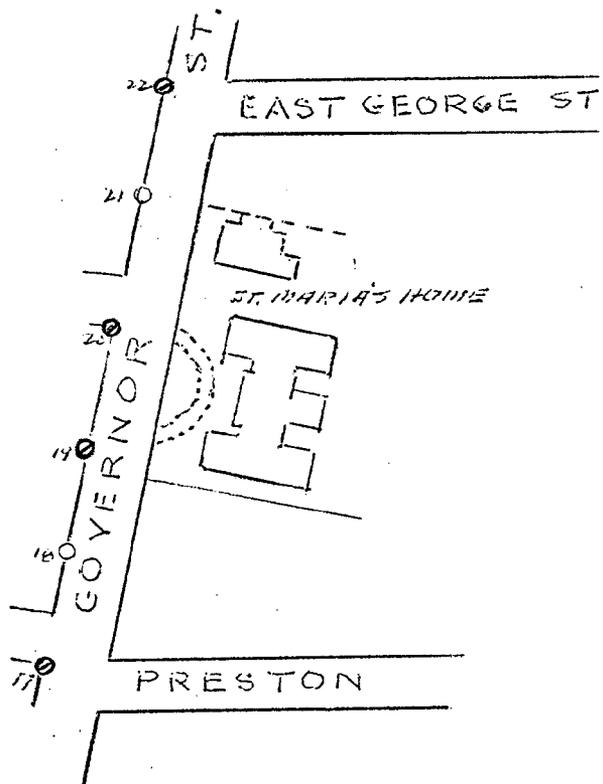
* EXCEPTIONS ARE NOTED ON
EACH DRAWING.

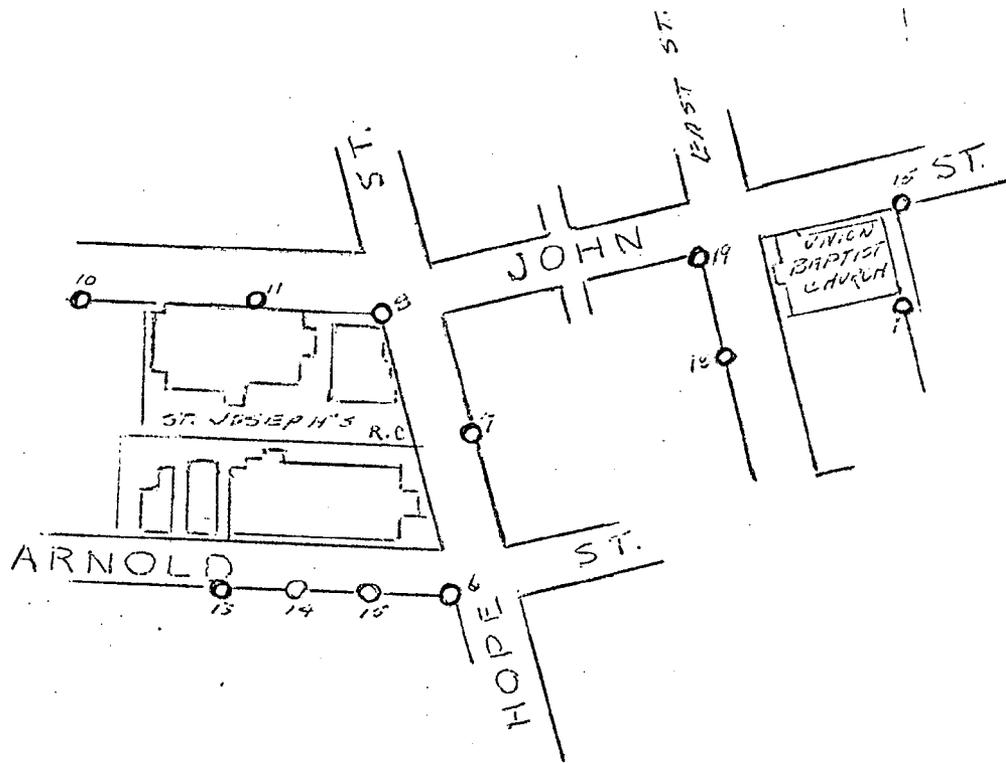


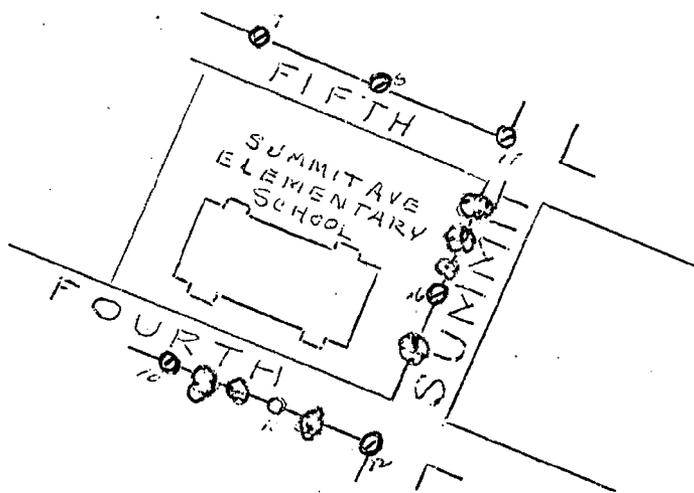
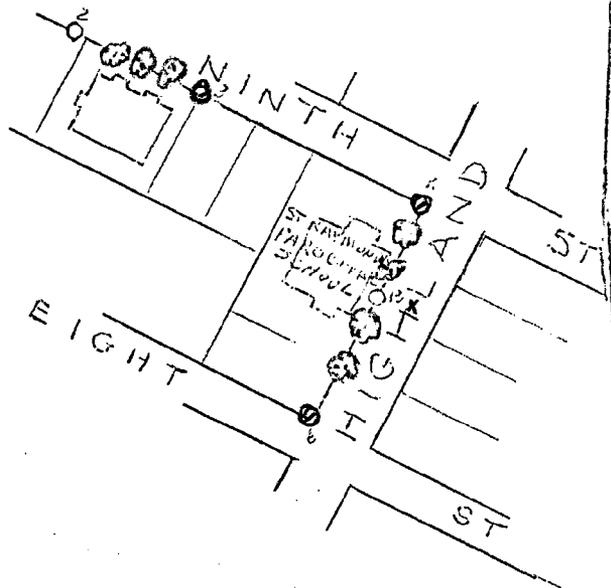
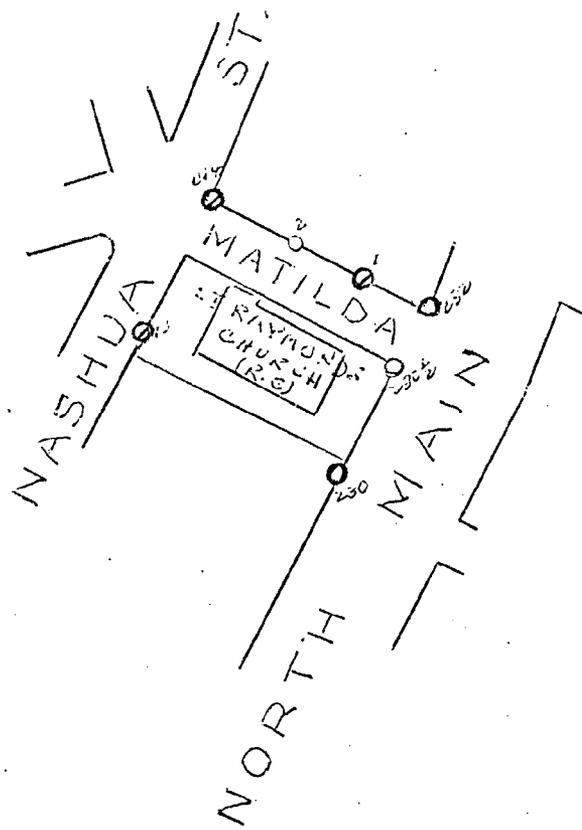












HART

HOPE

CHURCH
OF THE
REDEEMER
EPIS.

SAVOY

FISHER

LARCH

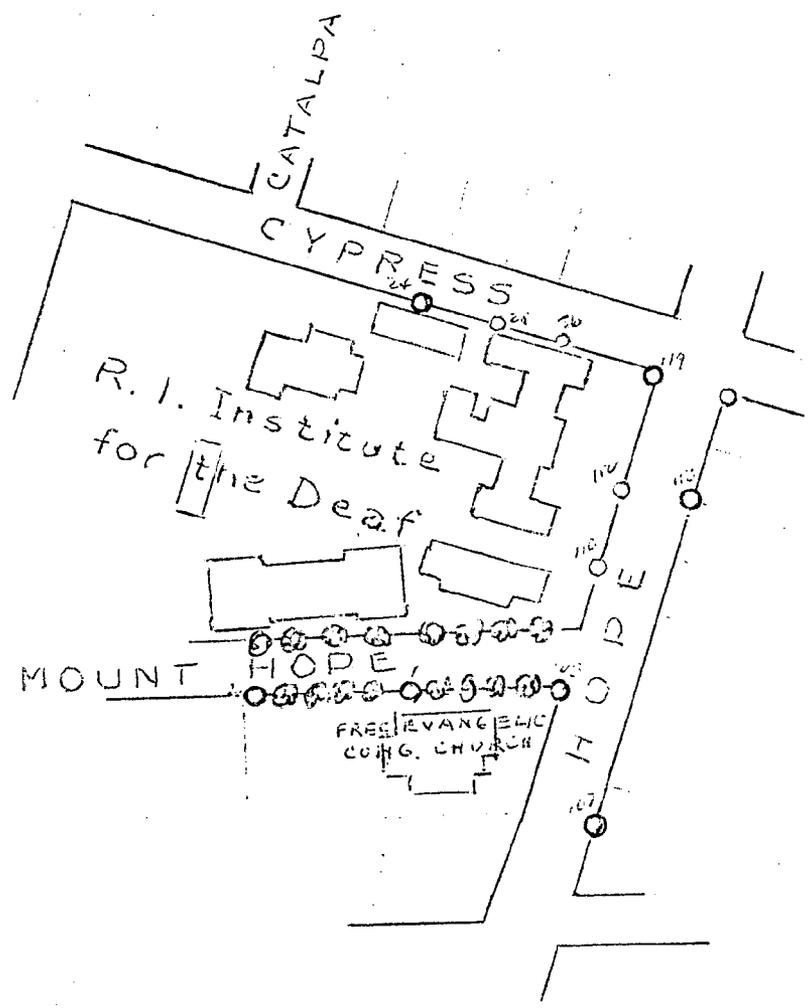
MORRIS

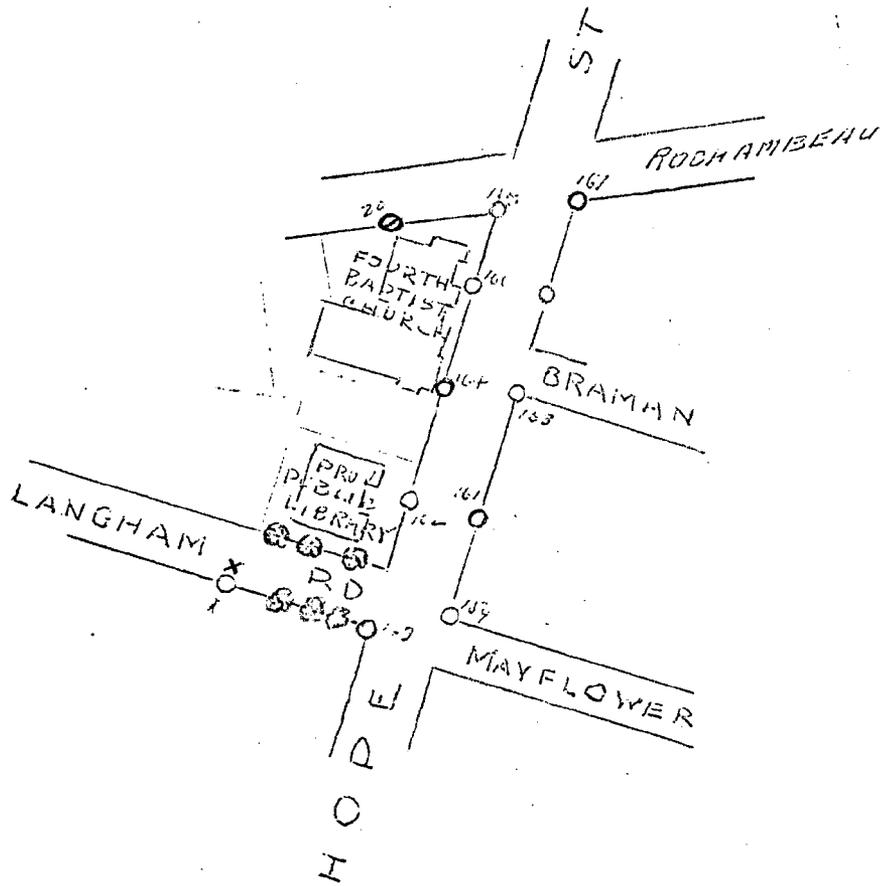
TEMPLE
EMANUEL

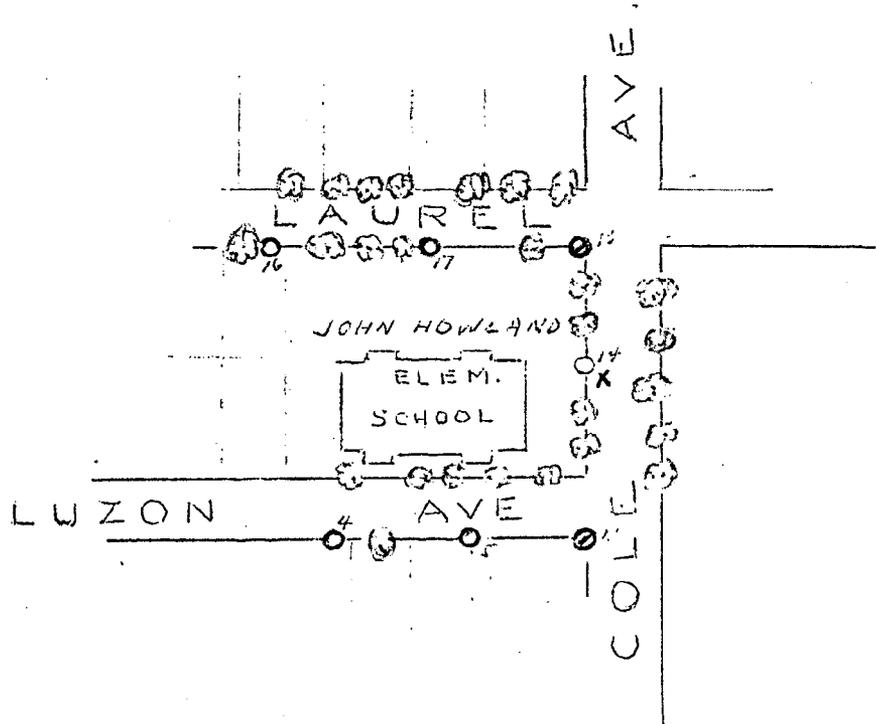
TAFT

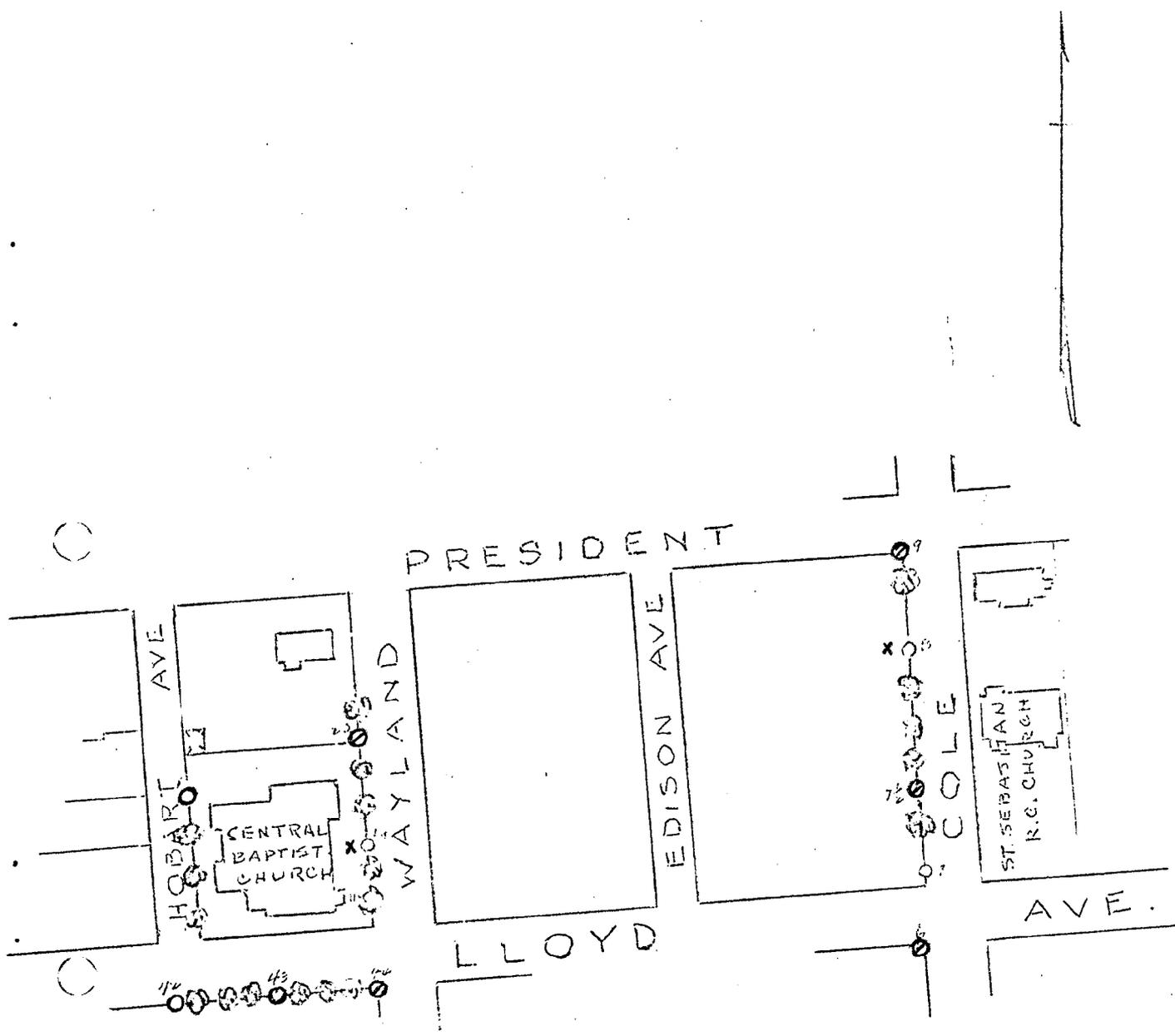
SESSIONS

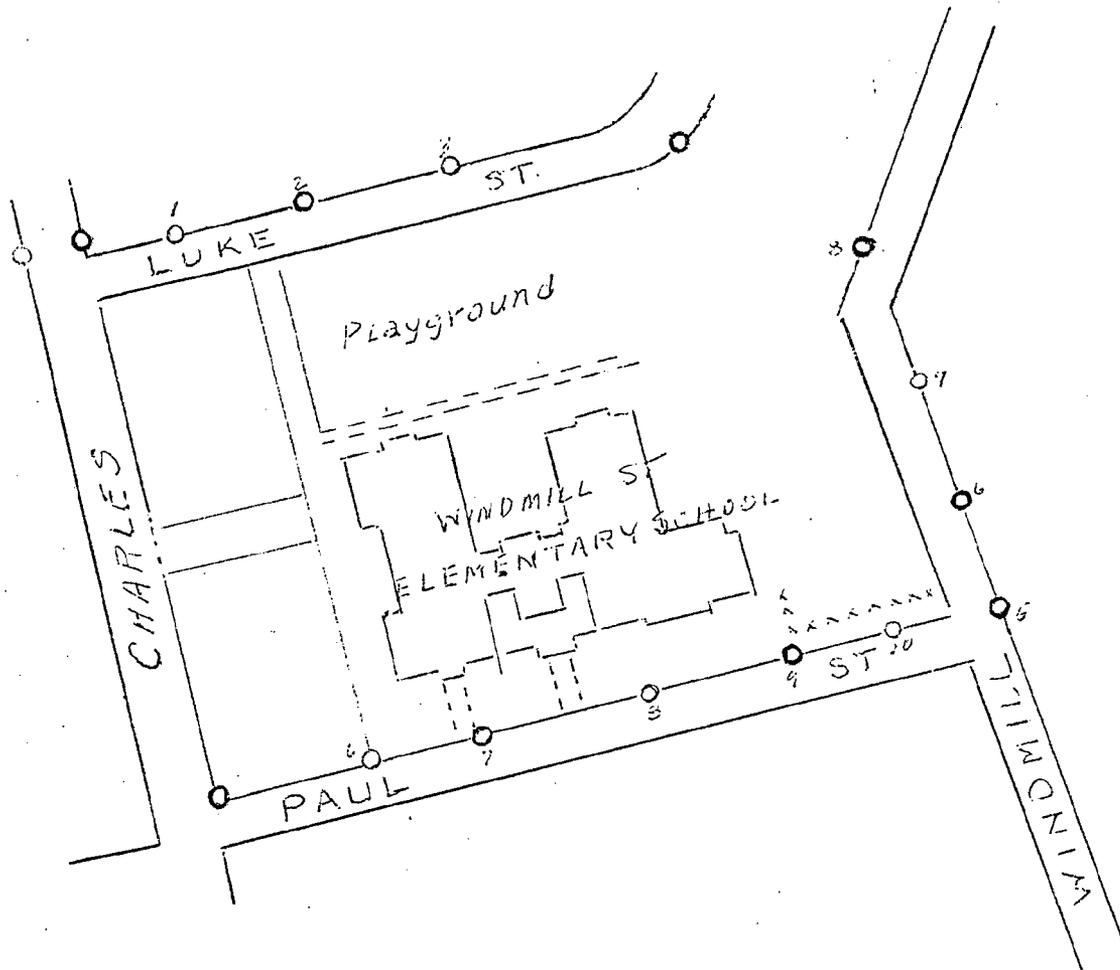


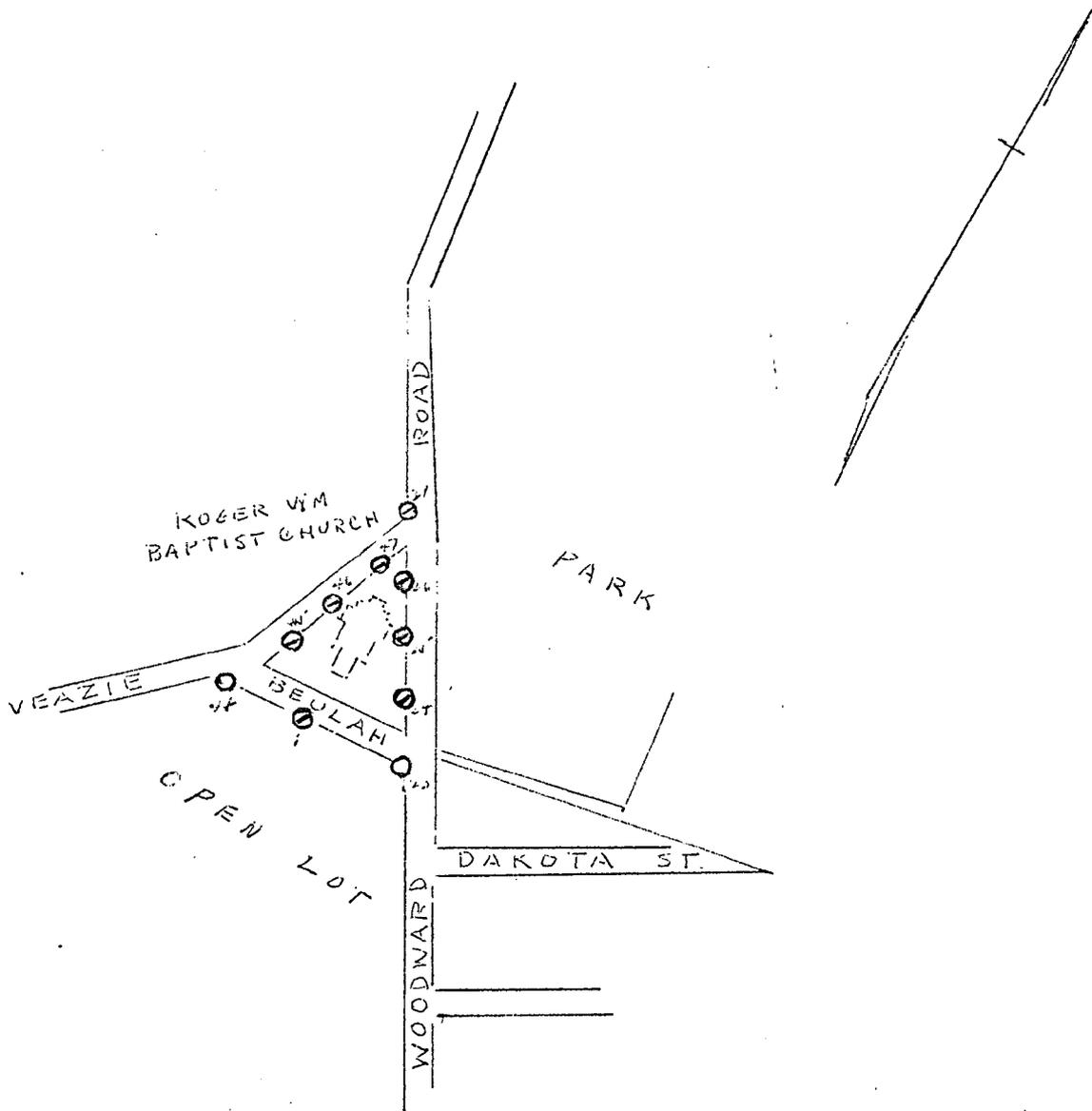




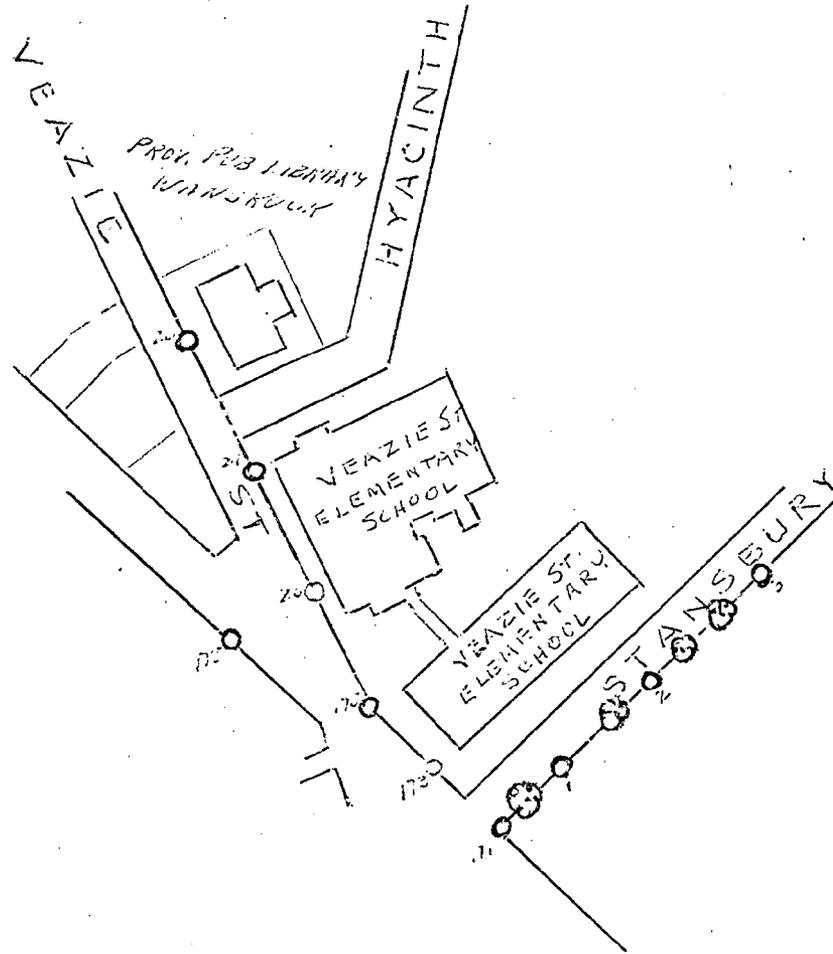
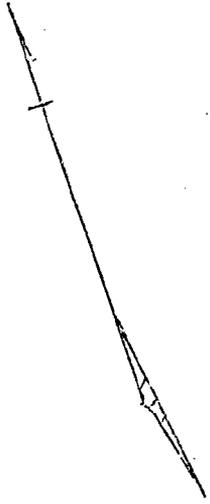


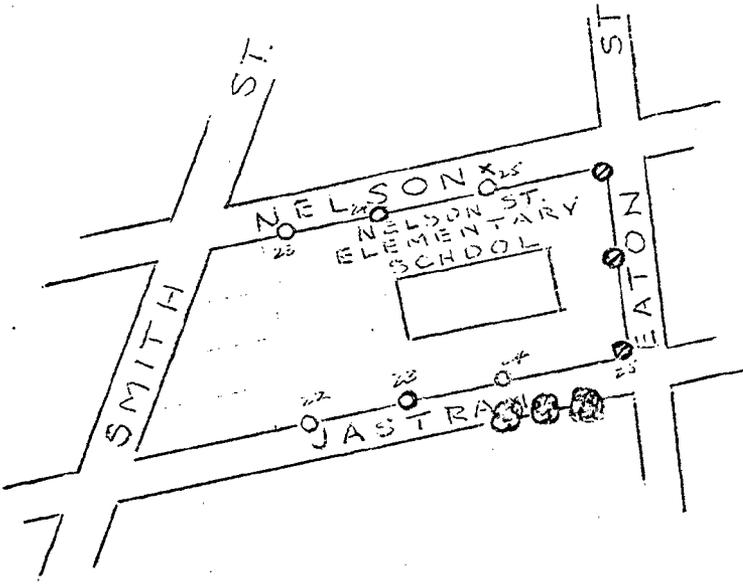
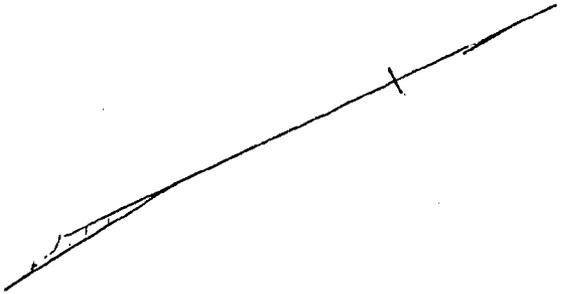


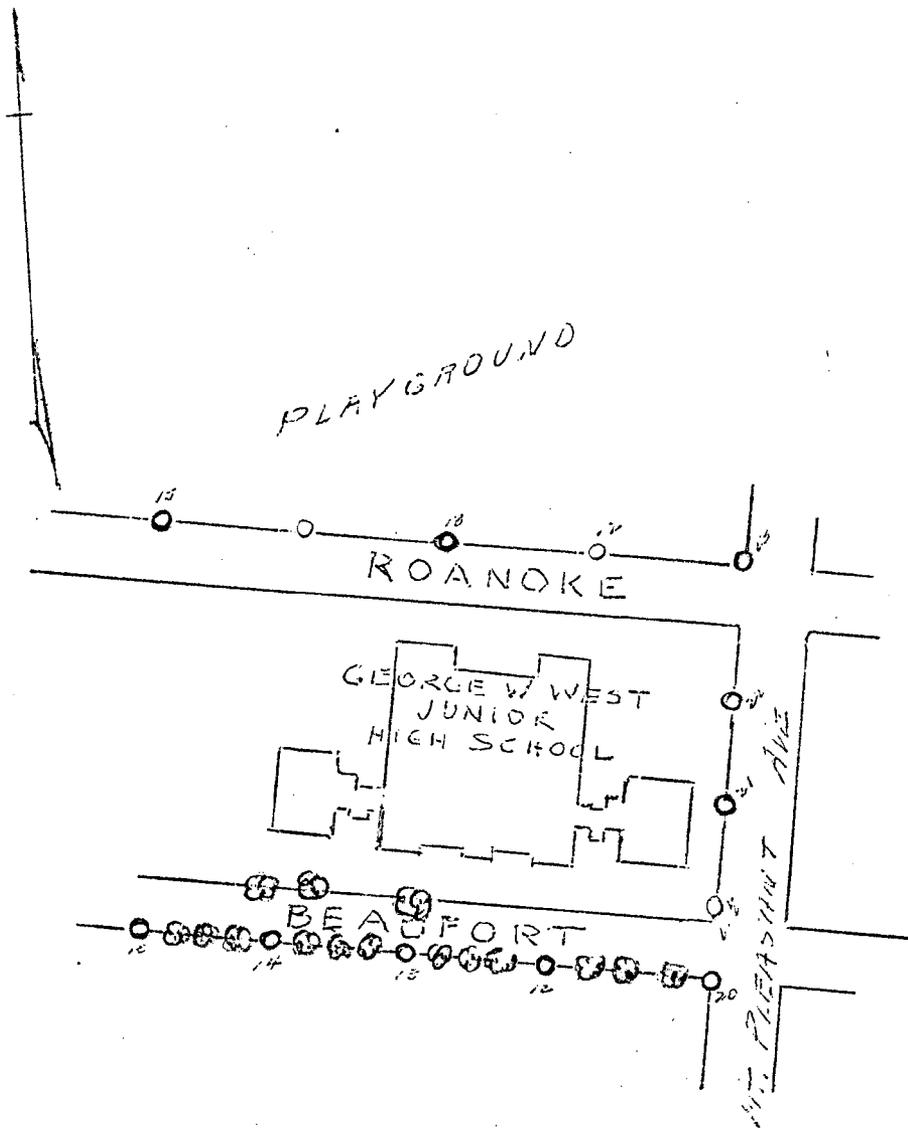




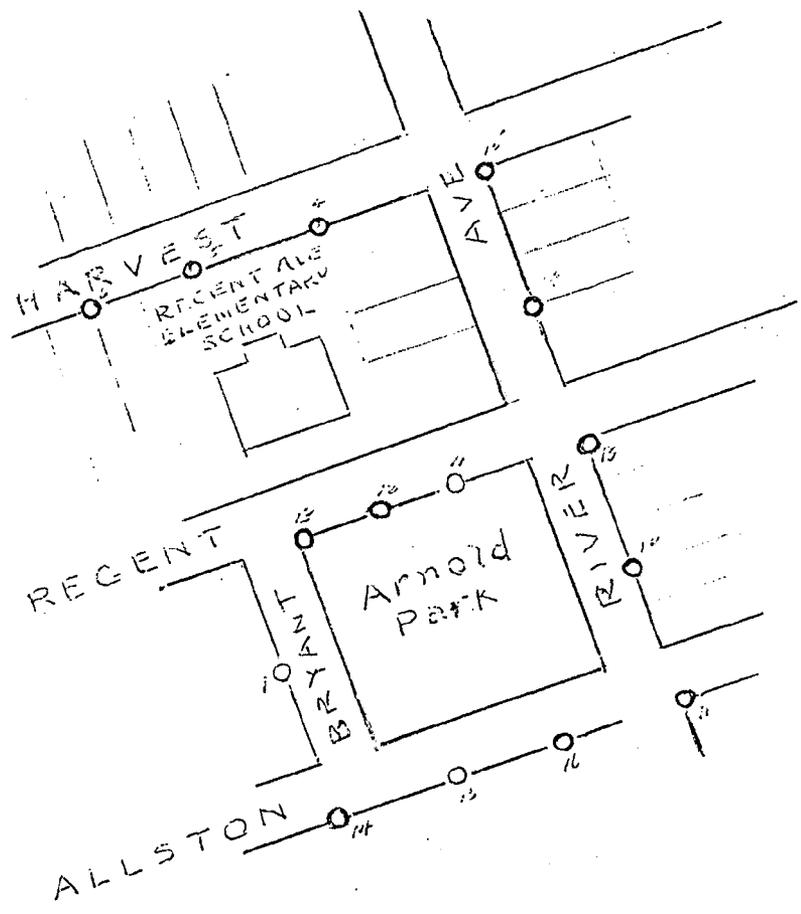
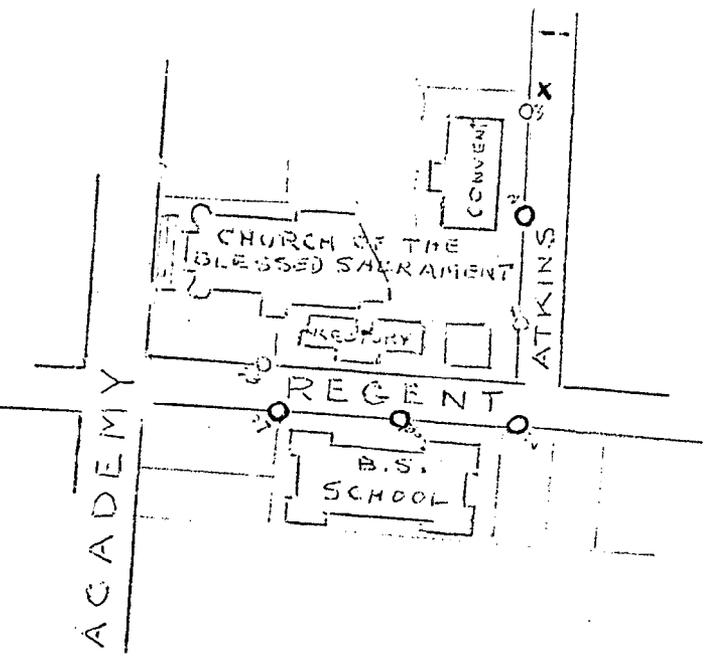
SCALE
300' INCH

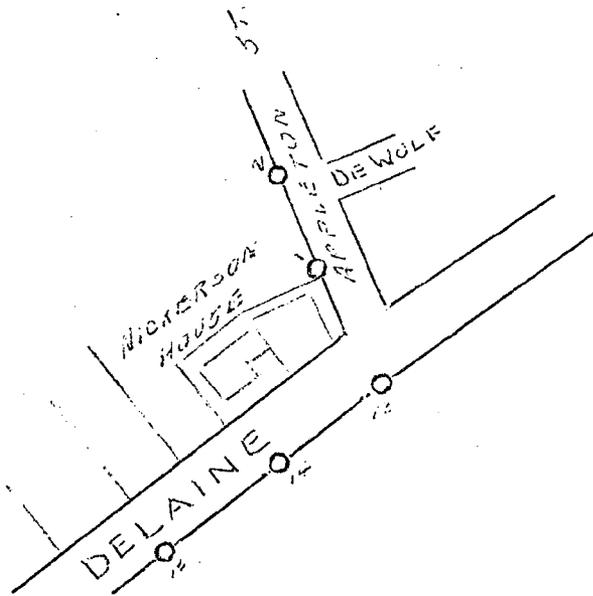
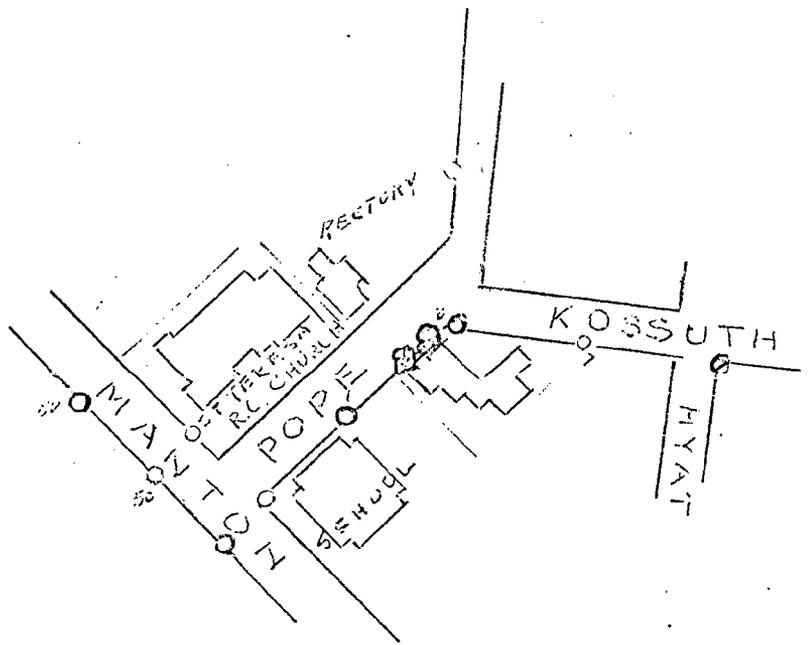




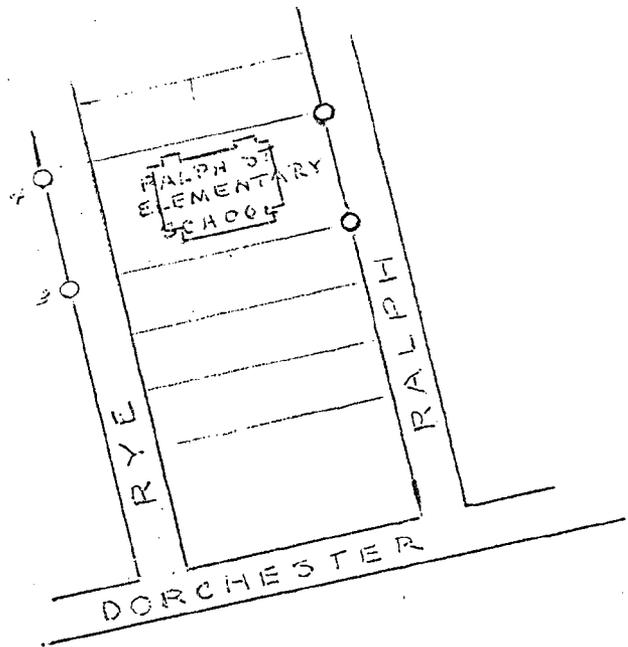
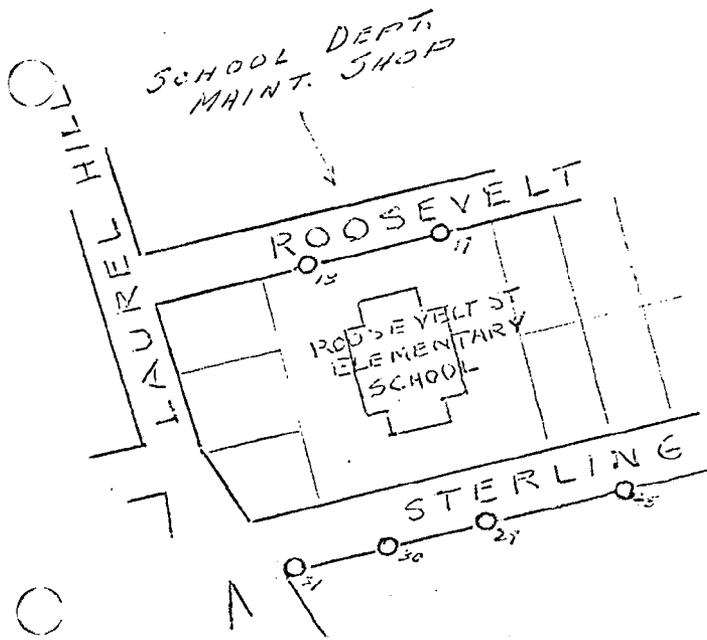
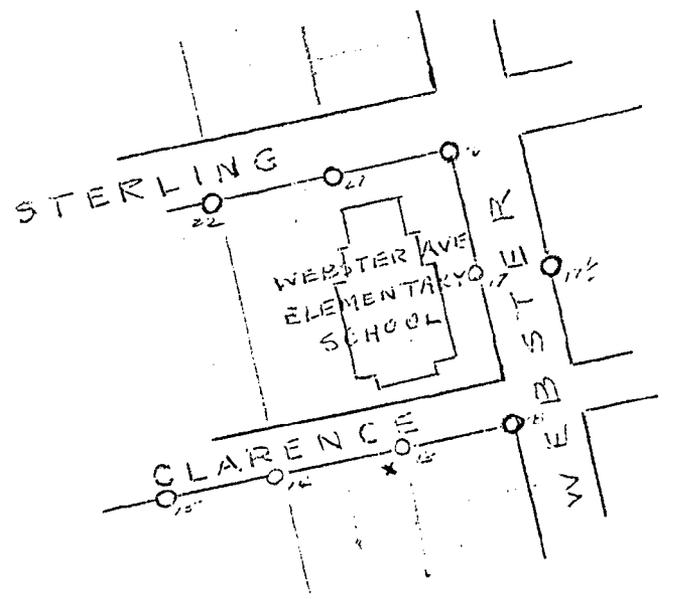


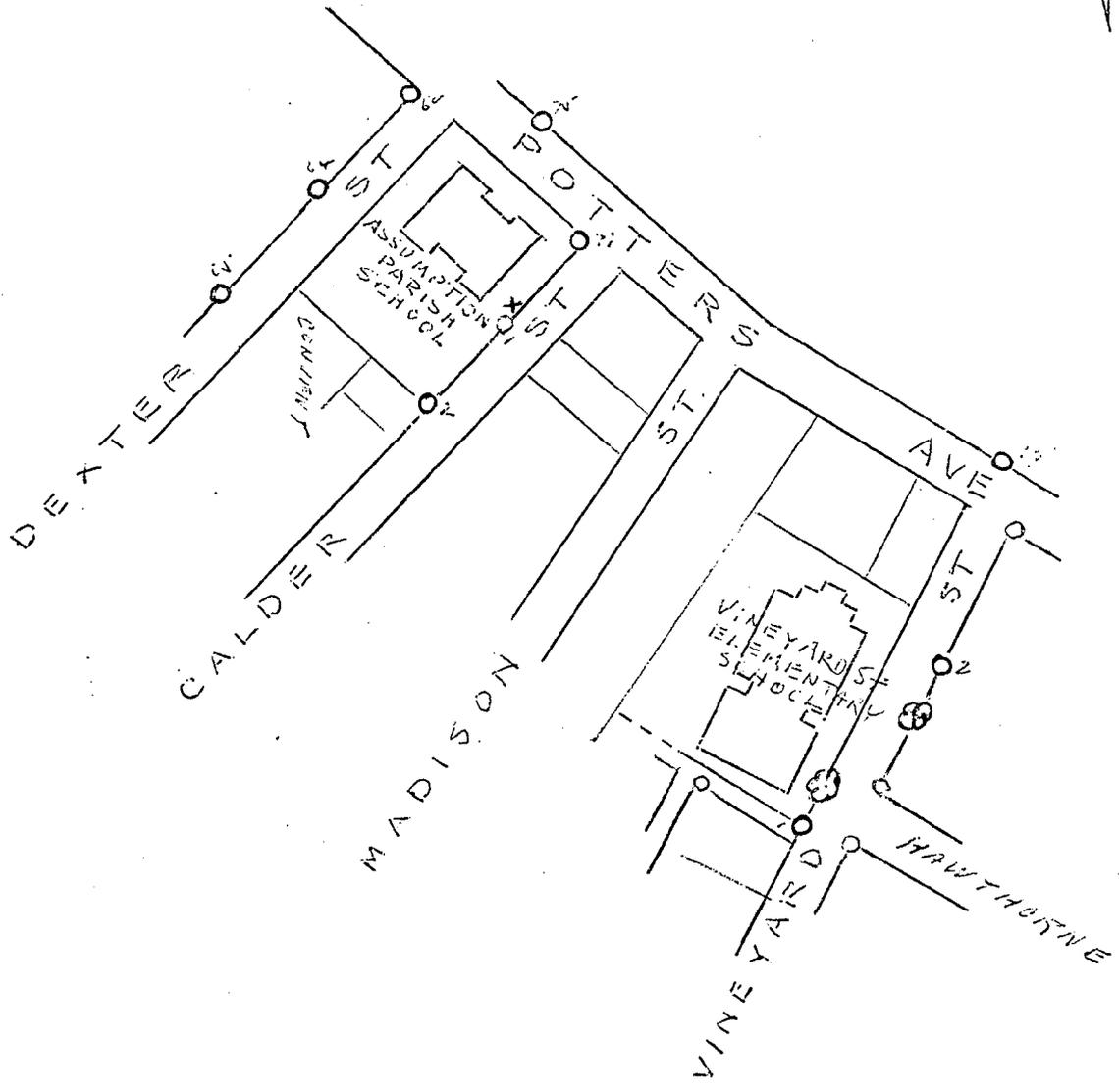
DEAD END

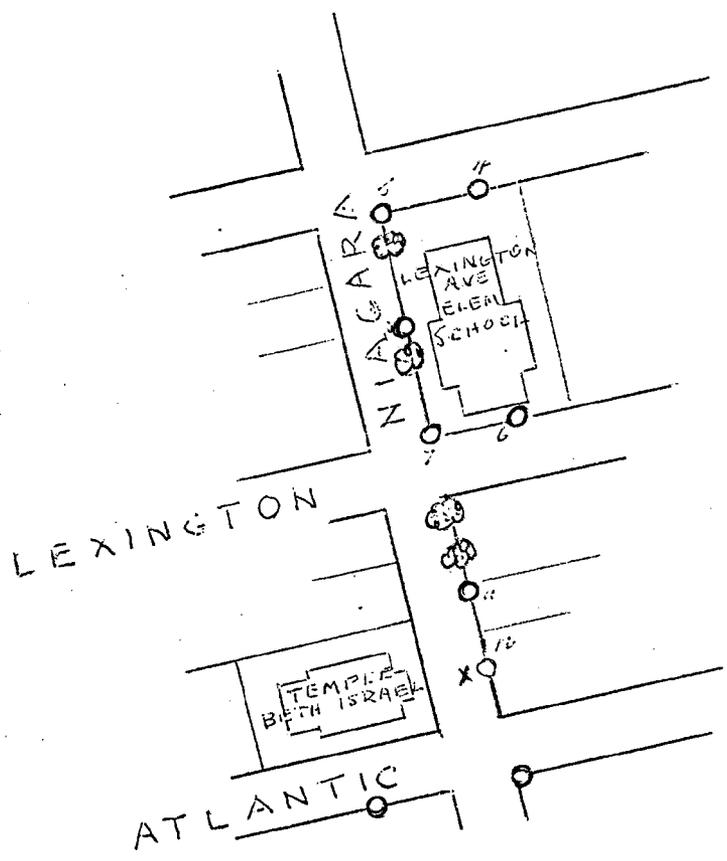
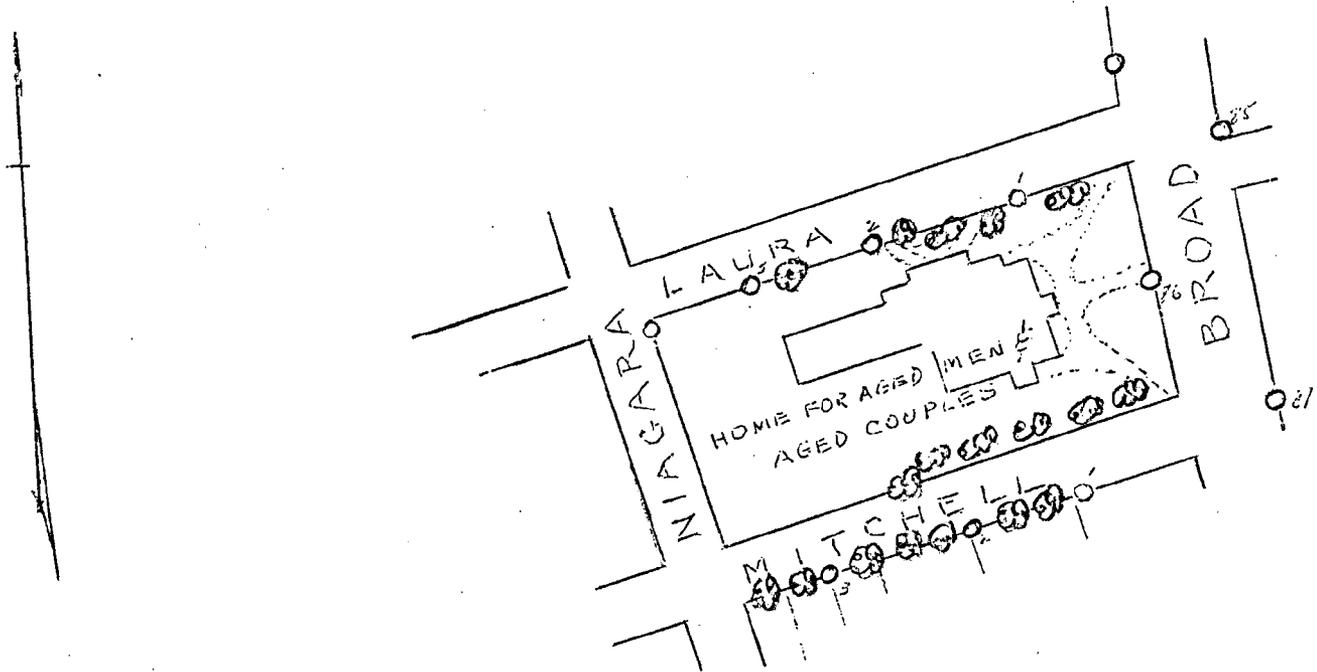


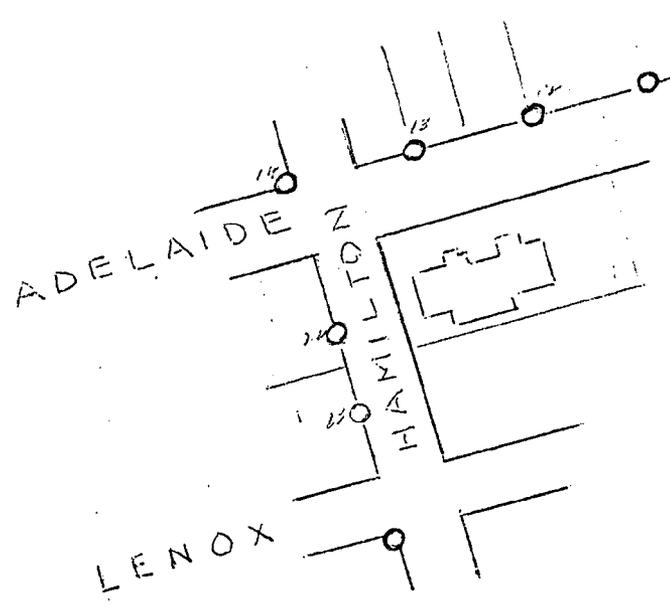


MISS M. LAUGHLIN
Faint handwritten text

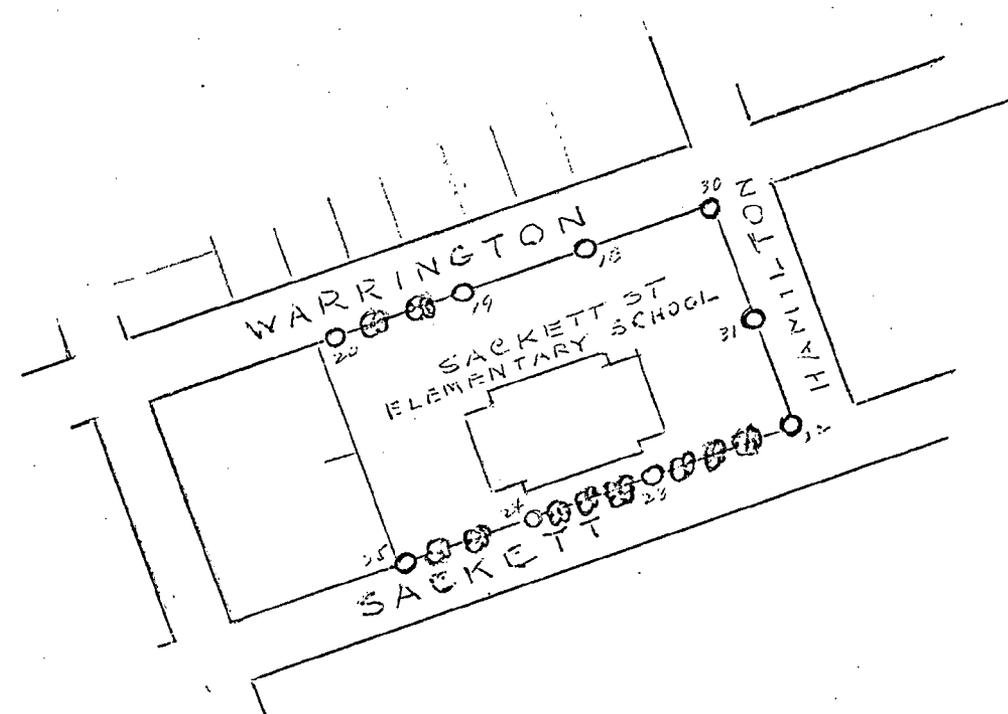








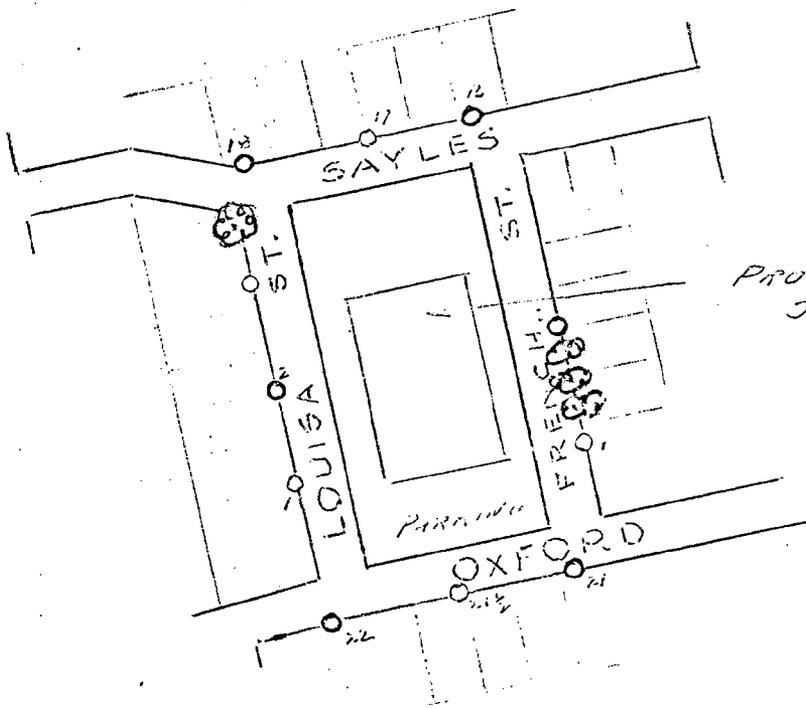
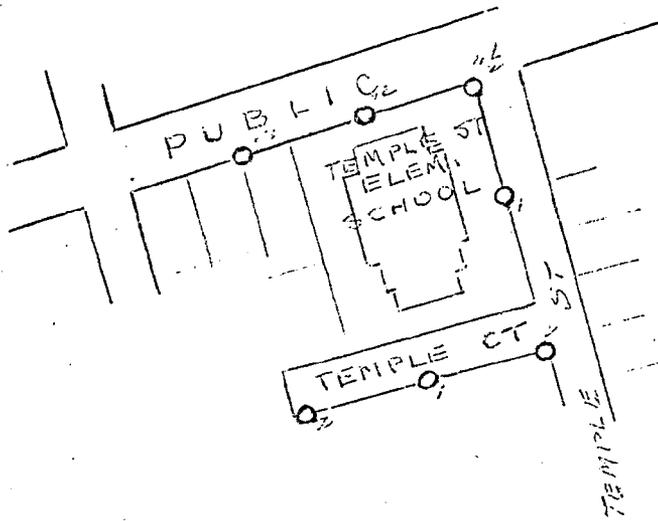
FRIENDSHIP
METHODIST CHURCH



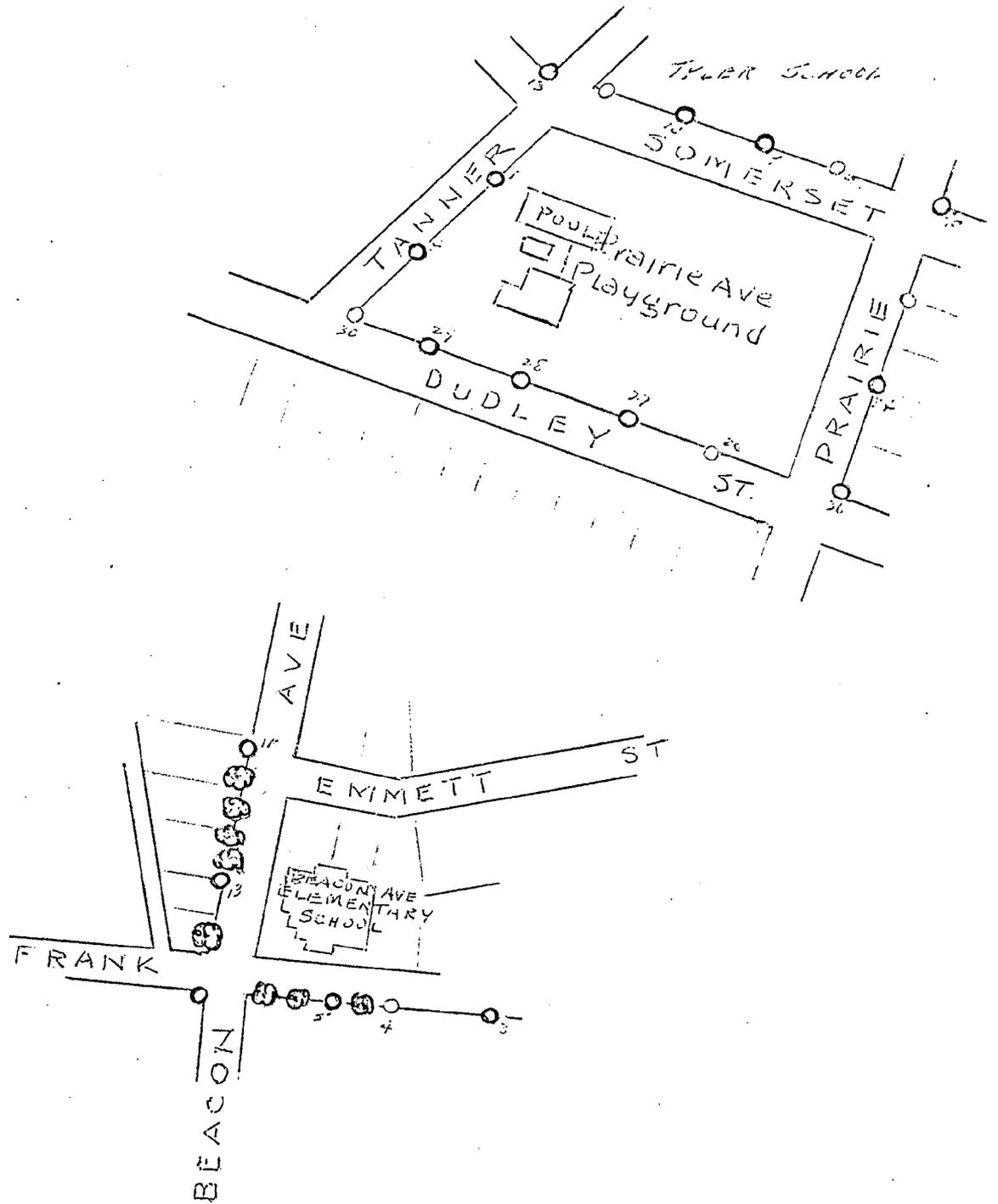
WARRINGTON

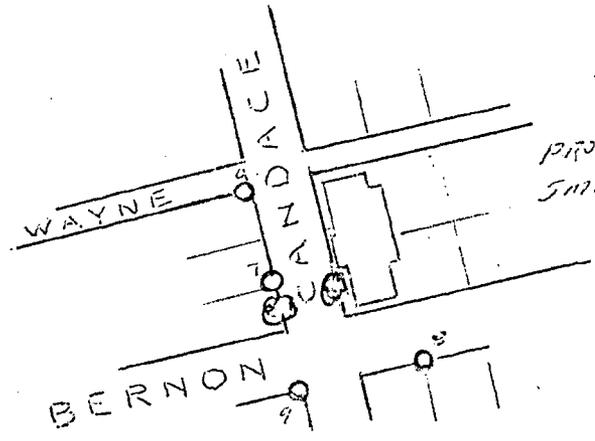
SACKETT ST
ELEMENTARY SCHOOL

SACKETT



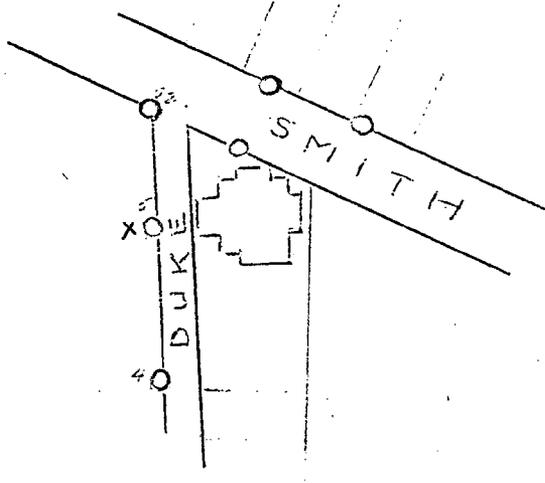
PROV. BOYS CLUB
SOUTH SIDE



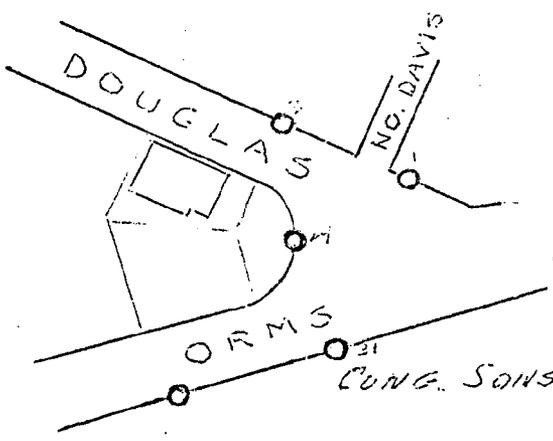
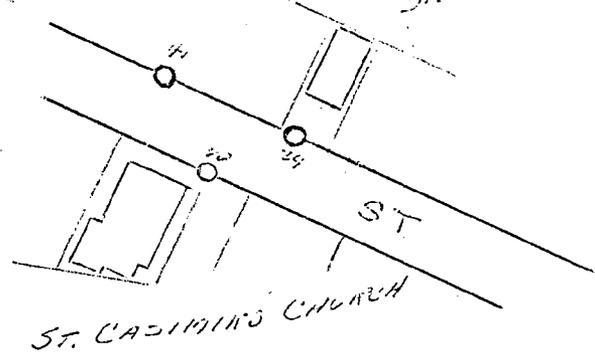


PROV. PUBLIC LIBRARY
SMITH HILL BRANCH

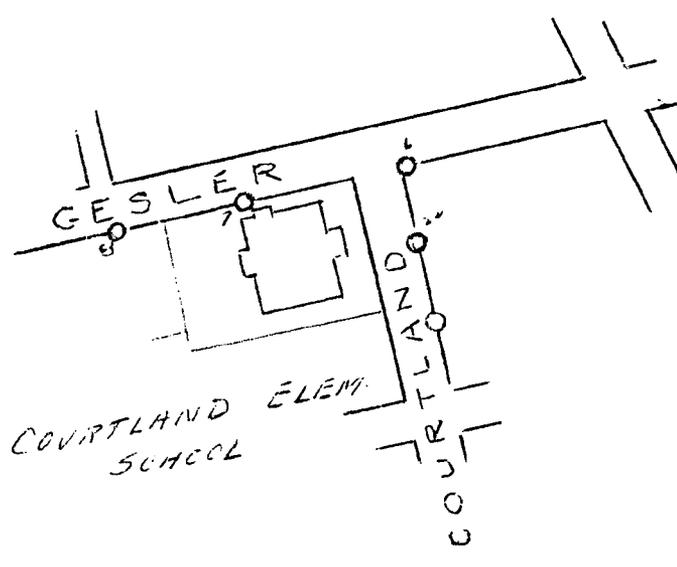
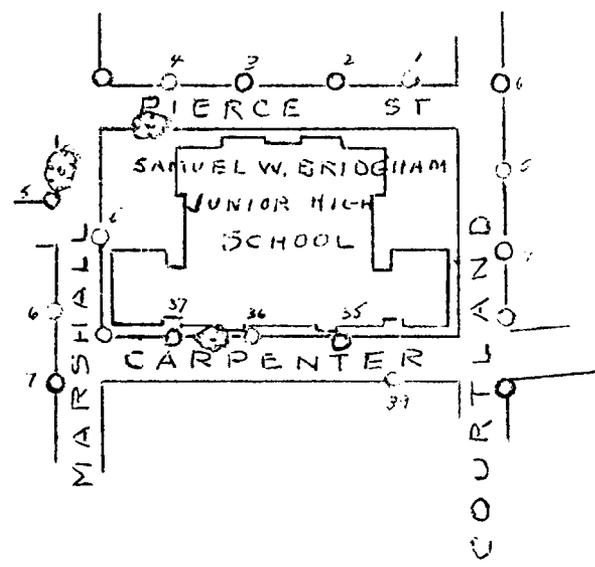
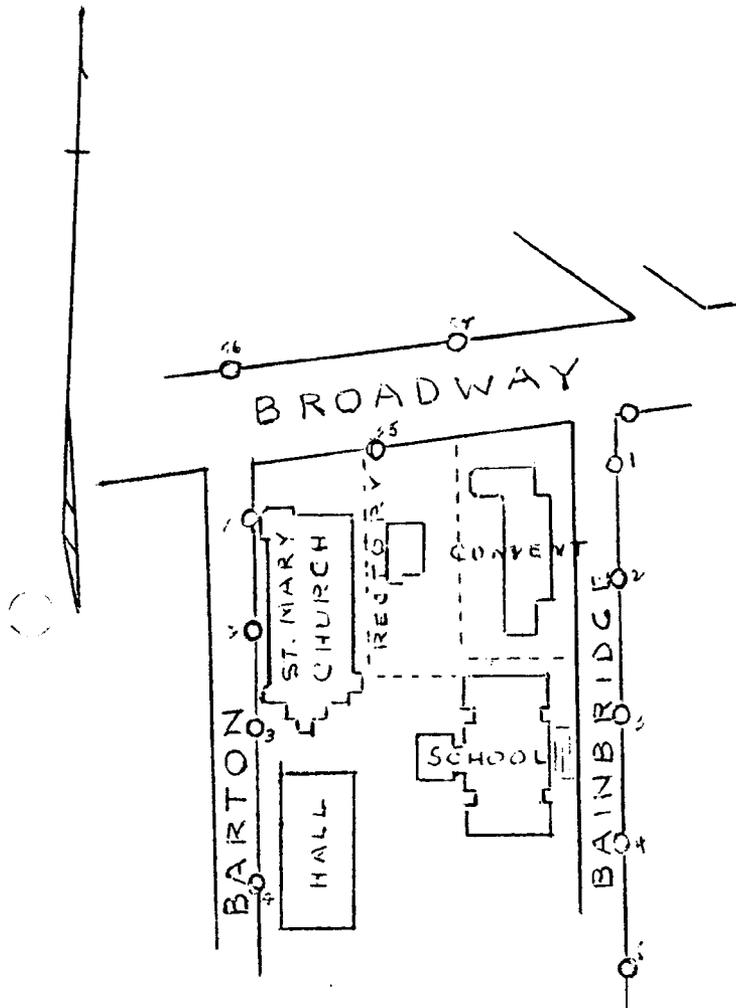
SMITH ST. ELEM. SCHOOL



ST. CASIMIR'S SCHOOL



CONG. SONS OF JACOB SYN.



526

Providence Police



Annual Report



Centennial

Issue
1864-1964



PROVIDENCE POLICE DEPARTMENT
HEADQUARTERS

209 FOUNTAIN ST. PROVIDENCE 3, R. I.

Colonel Howard A. Franklin
CHIEF OF POLICE

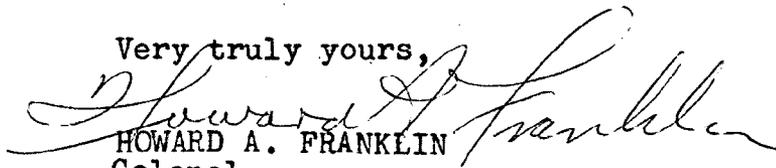
August 9, 1965

Honorable Vincent Vespia
City Clerk
City Hall

Dear Sir:

The accompanying copies of the Annual Report of the Providence Police Department are submitted to you for distribution to the members of the Honorable City Council. Council members' names are furnished on the report envelope to facilitate distribution. A total of 40 copies are being provided based upon the following distribution: 26 copies to councilmen; 10 copies to the Mayor's Office and an additional four copies for your files. If you desire additional copies, please advise me.

Very truly yours,


HOWARD A. FRANKLIN
Colonel
Chief of Police

HAF/tr

A BRIEF HISTORY
of the
PROVIDENCE POLICE DEPARTMENT
and
1964 ANNUAL REPORT OF THE DEPARTMENT

Centennial Issue



IN CITY COUNCIL

AUG 16 1965

READ:

WHEREUPON IT IS ORDERED THAT
THE SAME BE RECEIVED.

Venient Vespa
CLERK

COMPILED AND WRITTEN BY
BUREAU OF PLANNING AND RESEARCH
POLICE DEPARTMENT
PROVIDENCE, RHODE ISLAND

CONTENTS

	<i>Page</i>
HON. JOSEPH A. DOORLEY, JR., MAYOR OF PROVIDENCE.....	4
MAYOR'S MESSAGE	5
HON. HARRY GOLDSTEIN, COMMISSIONER OF PUBLIC SAFETY...	6
COMMISSIONER'S MESSAGE	7
COL. HOWARD A. FRANKLIN, CHIEF OF POLICE.....	8
PREFACE	9
CHIEFS OF POLICE 1864-1964.....	10
CHAPTER 1—EARLY PROVIDENCE LAW ENFORCEMENT.....	11
NIGHT WATCH	12
CIVIL DISTURBANCE AND CHANGE	13
CHAPTER 2—BIRTH, GROWTH AND REFORM OF THE DEPARTMENT	16
EARLY REFINEMENT	20
GROWING PAINS	24
ERA OF SOCIAL TURBULENCE, SCIENTIFIC POLICE TACTICS AND REFORM	25
LIGHTER MOMENTS	36
CHAPTER 3—METAMORPHOSIS IN MODERN ERA.....	39
REORGANIZATION AND MOVEMENT TOWARD PROFESSIONALISM.....	39
PROSPECTIVE	47
LETTER OF TRANSMITTAL	48
1964 ANNUAL REPORT	49
ORGANIZATION CHART	50
1964 DEPARTMENT ACTIVITIES	51
1964 STATISTICAL SUMMARY	59



HONORABLE JOSEPH A. DOORLEY, JR.
Mayor of Providence

The Police Department of the City of Providence was organized 100 years ago. Since that time it has undergone a number of significant changes which have made it one of the Nation's most modern and effective departments. To a large measure, the attribution and eventual stature of the department were achieved through the efforts of a number of dedicated and concerned policemen. Their devotion to the law and their unmistakable regard for the preservation of an orderly society have made Providence a better city in which to live.

Now as we look back over that last 100 years we must stop to salute those many gallant policemen who contributed their entire lives for the good of the department. Often grossly underpaid and often grossly overworked the men and officers of the Providence Police Department have carried on a vital public service with honor and with distinction.

Let us now look to the future inspired with the rich heritage of the past and let us pledge ourselves to making our Providence Police Department an even more effective and more modern public service agency.

JOSEPH A. DOORLEY, JR.
Mayor of the City of Providence



HONORABLE HARRY GOLDSTEIN
Commissioner of Public Safety

It is my privilege to serve as Commissioner of Public Safety at a time when the force is observing its 100th anniversary as an organized police force. A perusal of the history of the department reveals in a dramatic way the steady development of the force from its primitive beginnings to a sophisticated law enforcement agency. The need of law and order in a growing city has always been paralleled by men of vision who constantly improved the performance of the department.

Recent years have brought about a changing pattern of crime and increased vandalism which are placing in jeopardy the image of the city as a center for industry and for residential occupancy. This has accelerated the flight of the citizenry to the suburbs and, unless checked, will leave the central cities desolate.

Urban renewal, rehabilitation, and redevelopment are serving as tools to attract new industry and new residents. All these techniques are of no avail if the criminal elements of our society are not kept under strict control, and if our residents do not feel secure in their houses and person. Civil rights will become meaningless if a government is benevolent but there remains a fear of harm from criminal segments of our society.

The police force of this city has always met its responsibility to the community and it will continue to do so. In the years to come the city will play its role in the cultural, political, and economic life of the State, and the men in blue, often criticized and misunderstood, will participate as an essential ingredient in creating an environment conducive to the betterment of our society.

HARRY GOLDSTEIN

Commissioner of Public Safety



COLONEL HOWARD A. FRANKLIN
Chief of Police

Preface

The history of the Providence Police Department to a great extent is the history of the city. The force observed its 100th anniversary August 12, 1964. This Centennial issue of our annual report briefly outlines the development of the department from a rudimentary form of organization called the "Town Watch" to the modern law enforcement agency it is today, one that is well along the road to professionalism. Obviously, it is impossible within the limits of this publication to cite more than mere highlights of policing in the 328-year history of the City of Providence. The following pages show how the department has made great strides in law enforcement, forging ahead to bring about a more vibrant police service to the community. It is with a feeling of humility that I dedicate this Centennial issue to all past and present members of the force and to the people of Providence whom I am privileged to serve.

HOWARD A. FRANKLIN

Colonel

Chief of Police

CHIEFS OF POLICE OF PROVIDENCE

1864 - 1964

*Thomas W. Hart	1864 - 1866
Gen. Nelson Viall	1866 - 1867
Albert Sanford	1867 - 1869
William Knowles	1869 - 1870
Thomas J. A. Gross	1870 - 1871
John M. Knowles	1871 - 1877
William H. Ayer	1877 - 1879
Charles H. Hunt	1879 - 1880
Benjamin H. Child	1880 - 1896
Reuben R. Baker	1896 - 1902
Frank A. Matthews	1902 - 1907
Patrick Egan	1907 - 1911
John A. Murray	1911 - 1918
Peter F. Gilmartin	1918 - 1922
William F. O'Neil	1922 - 1931
James Ahern	1931 - 1932
Edward J. Kelly	1932 - 1934
John G. Kelly	1934 - 1935
Miles A. Glidden	1935 - 1938
John J. Parker	1938 - 1940
James J. Cusick	1940 - 1945
James E. Murray	1945 - 1948
Charles A. Higgins	1948 - 1951
Warren A. Martin	1951 - 1953
John A. Murphy	1953 - 1961
Walter E. Stone	1961 - 1963
Howard A. Franklin	1963 - in office

*City Marshal

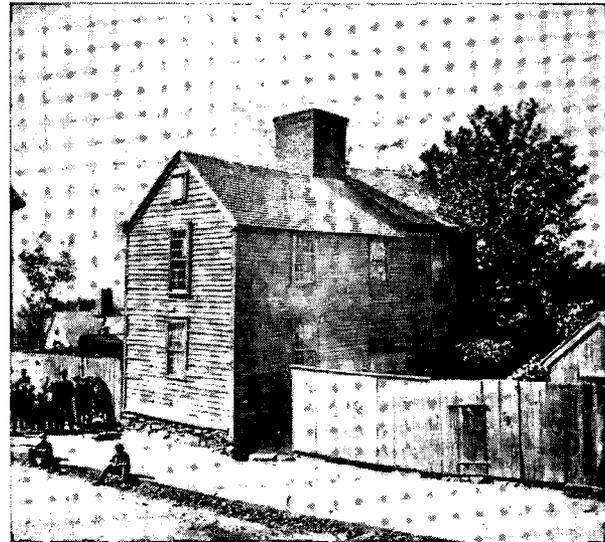
Chapter 1

EARLY PROVIDENCE LAW ENFORCEMENT

THE PROVIDENCE POLICE DEPARTMENT did not become an organized force until 1864, but law enforcement has existed in this community since its founding by Roger Williams in 1636. Banished from the Massachusetts Bay Colony for his belief in religious freedom, he and his few followers left the harsh Puritanical discipline of that commonwealth and entered the wilderness to find a place where they could live free of bigotry and worship as they pleased. In retrospect, the founder of Rhode Island and Providence Plantations planted the kernel of the police department in the first days when he and his companions agreed to be subject “. . . to the orders made for the public good of the body”. In the early years, with each colonist feeling personally responsible for keeping the peace, there was little need for anyone to enforce the regulations. By 1640, as the tiny settlement began to grow and disputes became more frequent, people of Providence felt it was time to delegate powers and duties for administering their few and simple laws so they created the “Board of Disposers”; in effect, the first town council. Under the disposers, all inhabitants were required to assist in the apprehension of all lawbreakers; thereby, making every law-abiding colonist a member of the community’s police force.

In 1649 the Rhode Island General Assembly granted the village a town charter which authorized it to enact certain laws and orders, to inflict punishment and penalties and to appoint “officers of justice” to enforce the laws. Hugh Bewitt became the first policeman of Providence when he was selected by the Town Council to become “Town Sergeant”. Sergeant Bewitt traveled a “string post” along Towne St. (now parts of North and South Main Sts.) which extended from Fox Point to Constitution Hill. Bewitt collected his salary, 12 pence annually, from each freeman of the town then numbering about fifty families. Because money was scarce, Sergeant Bewitt often had to take a bushel of

oats, a fat turkey or a quart of opened quahaugs in payment for chasing thieves, holding and feeding prisoners or preserving order. He could not depend upon his office for a living so it was necessary for him to work his land like everyone else to keep hunger from his cabin door. Recruiting of qualified men to serve as town sergeant or constable was difficult even then. A law was passed in 1665 assessing a fine of five pounds upon any townsman who refused to take the jobs when offered by the town council. There were a few lawbreakers from time to time and it was clear that a town jail was needed. The first jail, called a “bridewell”, was a simple cabin built in 1695. When it was



Meeting St. Jail, built 1733

destroyed by fire in 1705, a second jail was erected at the head of Constitution Hill. No record exists of just how long the second crude jail was used before the next “bridewell” was built in 1733 on Meeting St., in the vicinity of Benefit St., which came to be known

PROVIDENCE POLICE DEPARTMENT

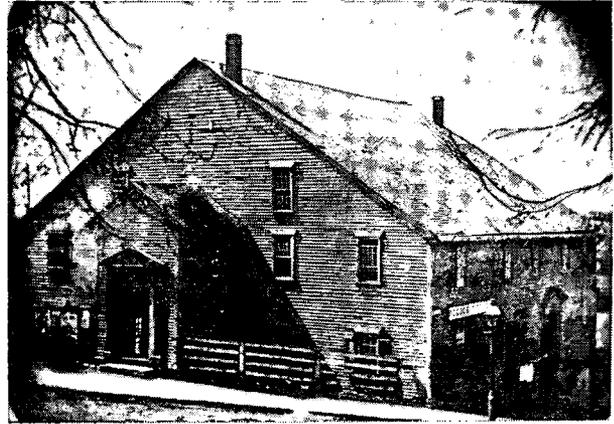
as "Jail Lane". Lawbreakers received swift punishment and they had no desire to languish in the "bride-well" for very long. While the death penalty was rare at any time in Rhode Island history, the use of stocks, the pillory, the whipping post, the branding iron and the knife was common practice. There was little need for a police "Rogues' Gallery" in a time when a habitual thief had his ears cropped or was branded on the face or hand so that all might be aware of him.

Night Watch

History shows that the town sergeant, town constables, county sheriff and military officers appear to have fulfilled the needs of a police force in Providence until the period of the Revolution. The burning of the British revenue schooner "Gaspee" by Rhode Island patriots in 1772 was the opening of the colonies' struggle for independence. Following this incident there was a period of lawless and tumultuous expressions of patriotism which alarmed the peaceful inhabitants of Providence and caused them to demand that the town council take measures to prevent and suppress disorder within the community. The result was the establishment of the first "Night Watch" in 1775 which consisted of four men who voluntarily walked the streets each night in pairs. This watch was short-lived and there are no records of its service. In 1796 a second night watch was formed and this one proved to be the permanent force. Twelve townsmen were divided into two six-man reliefs, each section patrolling during alternate nights from 10 p.m. until sunrise or "bell-ringing time". Every adult male was required to take his turn on the watch and was paid \$1 per night.

The first watch house was a building 12 feet square and 7 feet high built on town land near Market Square. The watch was reorganized in 1797 when twelve men were hired by the council after most of the townsmen became reluctant to take their turn on duty, preferring to hire others for the task. The two-relief system was maintained and each relief was divided into three teams. The first team had the northward watch patrolling all

Twelve



Town House and Police Office, Benefit and College Sts.

streets from Market Square to North Main St. at Branch Ave.; the south watch went from the watch house headquarters in Market Square to India Point; and the west watch walked to Hoyle's Tavern, (an outpost in present Hoyle Square) and at least once during each tour of duty had to make a side patrol southerly to Eddy's Point.

Members of the watch wore the roughest of dress, usually covered with a camlet cloak or cape. Their badge of office was a staff four to six feet long with a hook at the end of it. History has failed to record the purpose for which the hook was designed, although it does say that the staff had to be long enough for a watchman to be able to tap second-story windows of dwellings where he found lights burning after 10 p.m. Duties of the watchmen remained fairly constant throughout the early 19th century. In 1800 they were given the additional duty of investigating every person found on the streets after 11 p.m.; five years later they began calling out the hour of midnight. During the War of 1812 the size of the town watch was doubled and pay was increased to \$1.25 for a 10-hour tour of night duty. After the war ended watch headquarters was moved from Market Square to a small fire station, Hydraulion Engine House on Exchange St. In 1828 the watch headquarters was moved to a small room in the basement of the Town House at the corner of Benefit and College Sts. The building housed town government offices and in later years was described

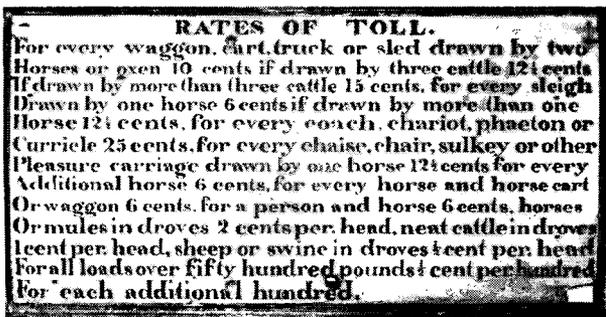
CENTENNIAL ISSUE

as a "miserable place" and was torn down at the demand of the public. The watchmen's office and guard room was a dark, damp place and three cells were in a tiny adjoining room. There was no daytime watch during the early years of the last century even though the town's population reached 10,000. At daylight the watch room was locked with a key which is described as a ponderous instrument 8 inches long and of antique pattern. The last man out in the morning carried the key to the entry of a bank building at 27 Market Square and carefully deposited the key under a spittoon at the head of the stairs. The first man coming on duty at night had the responsibility of getting the key and unlocking the watch headquarters.

Civil Disturbance and Change

A series of civil disturbances, starting with the so-called "Hardscrabble Riot" in 1824, climaxed by the "Olney's Lane Riot" of 1831, both in the northeast parts of the town, greatly affected the destiny of Providence and its methods of enforcing the laws. Although the watch had doubled in size during this period, it was apparent that the riots were largely due to the inefficiency of watchmen in dealing with vice and disorderly conditions existing in certain sections. As a result of agitation stimulated by these riots, Providence threw off the town system of government and became a city in 1832, probably many years before such a change would have occurred in the usual course of events. "Olney's Lane Riot" lasted several days and

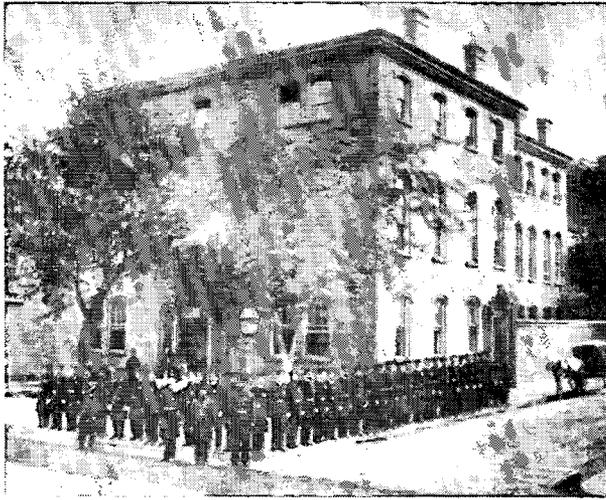
completely overwhelmed the resources of the town watch. The state militia was called into action by the governor and this military force managed to quell the trouble, but not until five persons had been shot and killed, a number injured, and nine houses destroyed by the riotous mob. A special committee appointed to investigate the riot and the performance of the watch during the emergency pointed out certain defects in the watch system. The committee laid the blame for the inefficiency of watchmen to the absence of a responsible head of the force and suggested that the president of the town council be appointed a "high constable or marshal" to head the community's law enforcement body. In 1833, after Providence had become a city, the new government elected Henry G. Mumford as the first city marshal. Mumford held office for twelve years. Although he was primarily a prosecuting officer rather than an active law enforcement officer, Mumford was placed in charge of the first daytime watch when it was established in Providence in 1851. Eleven years after the city was born, the Dorr Rebellion erupted in Rhode Island and again the authority of the Providence night watch was ignored and frequently defied. The armed conflict with Dorr's rebels caused a cleavage among the citizens, not unlike the later struggle between North and South, creating an atmosphere of mutual distrust. The trouble also produced groups of men who called themselves "secret patrolmen"; they defied authorized city watchmen and, under the guise of patriotism, created public disorder, even jailing the watchmen on one occasion. With the cessation of the social unrest in the State, city authorities regained control of the community and the night watch once again became the law enforcing body in Providence for its population of 30,000 citizens.



Toll Rates, Powder Mill Turnpike (now Smith St.) in 1832

No substantial changes occurred in the city watch system or in its crude operations in the middle 1800's. After the riots the watch had been increased to a total of 40 men, but was cut to 24 when a severe depression struck the young nation and left its impact on the city's small operating funds. Watchmen of the period had to provide their own police equipment limited to a huge, wooden rattle, a club and a "pepper-box pistol". The "pepperbox" was a cumbersome six-barreled affair which had to be loaded with powder and ball and fired by cap. Watchmen of the time said,

PROVIDENCE POLICE DEPARTMENT



Central Station, 1866, Canal and Haymarket Sts.

“It was just as liable to kick you over a fence as it was to carry a bullet toward the one you were shooting at!” The rattle was used to arouse the neighborhood in case of fire or emergency. In 1848 the first badge was issued, a large 8-pointed brass star. In their desire to remain inconspicuous, watchmen promptly consigned the badge to their deepest pocket; two years later, however, they were forced to wear the star on their chests at the order of the City Common Council. Uniforms were still unknown in the 1850’s. Also unknown then were standard operating procedures to ensure uniformity of action. An example is that every



Police Headquarters, 1895-1940

watchman was permitted to book his own prisoners in any form suitable to him. Some of the styles they used were quite unique in comparison with the succinct bookings on today’s police blotters. One arrest charge found in night watch records of the period reads: “Thomas _____, brought from the American House (hotel) at 11 p.m.; drunk, obtrusive and abusive, which made it very conclusive that he’d been led delusive to indulge in infusive, which is so conducive to lead a man to destruction and the watch house inclusive.”

Police precincts in Providence, as they came to be known in the next 100 years, evolved from an important change made in the night watch in 1852. The city was divided into two districts for patrol purposes. Half of the 32-man watch worked out of Town House headquarters and the other half from an old, stone school building at Summer and Pond Sts. When the night force was increased to 46 men a year later, the city again was divided into sections for deployment of the watchmen. Five districts were created with a watch house for each district. The first watch station remained in the ancient Town House and was known as the “Central Station”. Three other stations were located in fire houses — the second at Mill and Bark Sts.; the third on Wickenden St. near Traverse St.; the fifth at Richmond and Clifford Sts.; and the fourth was kept in the old school at Summer and Pond Sts.

All night watchmen had to report to the central station at 8 p.m. for roll call purposes and then went to their respective district stations at 9 p.m. The men patrolled in pairs from 9 p.m. to 4 a.m. in the summer, and from 9 p.m. to 6 a.m. in the winter. Each two-man team rotated half-hour patrol shifts until midnight; then all watchmen patrolled the streets until morning, except for two who remained in the station. When the old Town House was torn down in 1860, the central station took temporary quarters in the Water Witch Fire Station on Benefit St. until a new headquarters building for the watch service was built in 1861 at Canal and Haymarket Sts. When the city watch became an organized permanent police department in 1864, the headquarters and central station remained on Canal St. In 1877 police headquarters was moved from this location to an office in the newly completed

present City Hall. Another police headquarters building went up in 1895 at 141 Fountain St. and for the next 45 years until the present quarters became available, headquarters, the central precinct station, and various police divisions and a court were housed here.

The first published manual of police regulations governing policemen was issued by Mayor William M. Rodman in 1858. These regulations carried over into the organization of the permanent police force six years later. The police regulations manual was subsequently revised by new printings in 1891, 1902, 1910, 1923 and 1942. The current manual for members of the Providence Police Department was revised, approved and adopted last October. "Accept no favors from anyone; pay for what you get, and don't be chummy with loafers or lawbreakers. While off-duty, be a good citizen; live within your income and don't loaf in bar-rooms." Such were some of the "don'ts" of the 1910 edition.

POLICE REGULATIONS.

MAYOR'S OFFICE, }
Providence, January 1, 1858. }

The following rules and regulations for the government of the day and night police must be strictly observed.

1. The day police force to appear at 8 o'clock, A. M., every day, at the Police Office, and answer to their names before going upon duty, and remain on duty until relieved by the night watch, except the officer detailed for the night railroad trains.
2. To have a dress as nearly uniform as possible, always neat and in good order, and wear the star on the breast, so that it may be distinctly seen.
3. No day police officer shall remain in the office after the roll call, unless ordered by the City Marshal.

1st Page of 1858 Regulations

Chapter 2

BIRTH, GROWTH AND REFORM OF THE DEPARTMENT

THOMAS ARTHUR DOYLE was the ninth Mayor of Providence and the "father" of the Providence Police Department; it has been said also that he found Providence a village and left it a city. Immediately after his inauguration in 1864, Mayor Doyle launched a vigorous program to establish a permanent police de-



Mayor Thomas Arthur Doyle

partment in the city. He was supported by others who recognized the many deficiencies of the watch system which had been altered only slightly from colonial days. In pointing out the need for police reform, the mayor cited the inadequacy of the ten-man day watch operation which kept two members in the central station at all times; two watchmen at the railroad station and

steamboat landing; another pair serving warrants and official notices, leaving but four men to patrol the city's 125 miles of streets for the protection of its 53,800 inhabitants. The Common Council's "Standing Committee on Police" made a survey of the Providence police system and on July 11, 1864 reported that the day and night watch forces were wholly inadequate for the police needs of the fast-growing city. The committee strongly urged the organization of a larger and better-equipped force in the form of a permanent police department, patterned after those already organized in other large cities.

The determined efforts of Mayor Doyle and others supporting the demand for police reform were rewarded on August 12, 1864 when the Common Council passed an ordinance establishing the Providence Police Department. The department was formed by consolidating the day watch and the separate night watch into a single organized police force subject to the orders, rules and regulations of the Board of Aldermen. Appointment and removal of members was by the mayor with the consent of the aldermen. From 1851 when the day watch began until the birth of the department in 1864, the day and night watch forces were independent organizations under two different commands. The city marshal supervised the day group and a captain was appointed by the Common Council to head the larger and much older night watch. When they were brought together as a police department, both organizations lost their identity as a "watch" and came under the command of one executive officer. During the first two years as a police department the command of the force fell to Thomas W. Hart, the incumbent city marshal elected in 1859. Marshal Hart supported Mayor Doyle in the move for police reform and strived to get an increase in personnel; cells to hold prisoners in precinct stations, and the adoption of a formal police uniform. When Hart resigned in 1866 the office of "city marshal"

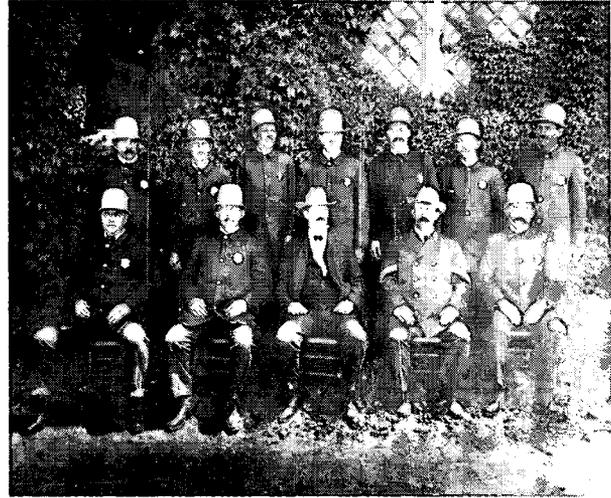
BIRTH, GROWTH AND REFORM OF THE DEPARTMENT



Brig. Gen. Nelson Viall

was abolished and the post of "chief of police" was created. The first man to hold that rank and title was Brigadier General Nelson Viall, a veteran of the Mexican and Civil Wars.

The official organization of the department signalled the start of a rapid progressive development of better police service in Providence. The initial annual report of the department, covering the year 1864, shows a total strength of 99 officers and men who functioned under an operating budget of \$86,872.83. In 1832 when Providence became a city it had spent \$4,110 for watch services. During the department's first year, detective service was started and two veteran watchmen were assigned to investigative duties and covered the whole city. A year later the police uniform was adopted, identical to the style worn by the Boston Police. Each man furnished his own uniform, except an overcoat which was not required the first year because of the high price of clothing. John T. Brown was the Providence policeman having the distinction of introducing the uniform in public view. He did this



Members of Precinct 2, 1880's

when he was detailed to attend a public gathering on the East Side held for the purpose of denouncing the tragic assassination of President Abraham Lincoln which had just occurred. Patrolman Brown also displayed the new police badge designed by Mayor Doyle to replace the cumbersome brass star of watch days. The new badge was to be worn by Providence policemen for the next 83 years.

During the next 16 years a number of police improvements were made. A telegraph system was installed in 1870 linking the mayor's office with the central station and headquarters on Canal St.; in 1875 telegraph machines were installed in district stations and the communications system pulled the department together for better efficiency. Four years later the telephone, marvel of the century, changed American police methods. In 1879 mounted patrols replaced foot men in outlying areas of Providence and it was the gallop of handsome police mounts that brought members to emergency scenes reported by the public via Bell's new invention. Horse-drawn patrol wagons—which doubled as ambulances—also appeared in the same year to the great relief of patrolmen who previously had to march recalcitrant prisoners long distances to the station house. In 1881 the first female employee of the department was hired for police matron service and to assist members with female prisoners.

CITY OF PROVIDENCE.

District No. 2.

Station House, First Ward, at the junction of Mill and Bark streets.
Sergeant FREDERICK W. PERRY, and twelve Patrolmen.

District No. 3.

Station House, Third Ward, Wickenden street.
Sergeant EDWIN TRIPP, and twelve Patrolmen.

District No. 4.

Station House, Sixth Ward, Knight street.
Sergeant SIMEON SHERMAN, and twelve Patrolmen.

District No. 5.

Station House, Fifth Ward, Richmond street.
Sergeant JAMES W. SANDERS, and twelve Patrolmen.

At the Mayor's Office.
Superintendent of Lights, JOHN M. CLARKE.

RECAPITULATION.

City Marshal or Chief.....	1	Superintendent of Hacks, &c.....	1
Captain of Police.....	1	Clerk of Police.....	1
Sergeants of Police.....	5	Patrolmen.....	89
Superintendent of Lights.....	1	Total.....	99

SYNOPSIS OF THE DOINGS OF THE POLICE DEPARTMENT FOR THE YEAR ENDING DEC. 31, 1864.

Arrests.....	2,531	Lost children returned to their Lodgers.....	1,147	parents.....	115
--------------	-------	---	-------	--------------	-----

CAUSES OF ARREST.

Assault and battery.....	251	Evading railroad fare.....	1
Assault with dangerous weapons..	5	Erecting building unlawfully.....	1
Adultery.....	1	False pretences.....	5
Arson.....	1	Fornication.....	4
Assault with attempt to rob.....	1	Fast driving.....	21
Bigamy.....	1	Forgery.....	2
Burglary.....	1	Firing gun on the first day of the State with attempt to utter.....	1
Bringing counterfeit money into the street.....	1	Firing pistol across street.....	1
Breaking street lanterns.....	2	Fighting dogs.....	1
Coasting in the streets.....	17	Gambling House.....	1
Cattle at large.....	23	Houses of ill-fame.....	16
Collecting swill without license....	23	Indecently drunk.....	362
Disturbing public schools.....	1	Illegal voting.....	1
Driving on Dexter Training Ground	2	Invest.....	1
Dogs at large not muzzled.....	11	Kidnapping.....	1
Driving on sidewalk.....	11	Keeping junk shop not licensed...	1
Embezzling.....	4	Killing horses.....	1
Exposing persons.....	1	Keeping swine.....	12

CITY MARSHAL'S REPORT.

Larceny.....	134	Stealing oysters from private beds..	1
Malicious mischief.....	26	Shop breaking in day time.....	5
Maliciously injuring building.....	17	Selling liquor.....	5
Nuisance act.....	19	Selling coal short measure.....	1
Neglect to provide for families....	16	Shop breaking in night time.....	4
Obstructing officer.....	1	Search warrants.....	11
Obstructing streets, no lights.....	33	Swindling—common law.....	1
Obstructing sidewalk.....	6	Threatening to assault.....	3
Obstructing street in day time.....	16	Theft from the person.....	1
Passing counterfeit money.....	7	Taking growing fruit.....	7
Playing ball in the street.....	7	Throwing stones in street.....	13
Profane swearing.....	1	Throwing ashes in street.....	3
Reveling.....	248	Throwing ashes in river.....	5
Receiving stolen goods.....	1	Unlawful signs.....	2
Refusing to aid officer.....	1	Vagrants, including common pros- titutes.....	131
Shops open after 11 o'clock, P. M., and Sunday.....	128	Violation of hack ordinance.....	5

Whole amount of fines and costs in Police Court..... \$4,803 84
 Whole amount of fines and costs in Court of Magistrates. 3,599 67

Total.....	\$8,403 51
Amount of fines and costs paid at the jail, and drawn by the City Treasurer.....	\$301 81
Received by the City Clerk for Police at exhibitions....	560 00
Fees earned by the Police, and paid to the City Treasurer by the Police Justices.....	2,364 26
Amount of fees earned by the Police, and paid into the City Treasury, as per minutes kept by them.....	2,855 61
	<hr/>
	\$6,081 68

Whole amount of property reported at the Police Office as
 being lost or stolen..... \$18,946 65
 Amount recovered..... \$12,643 75

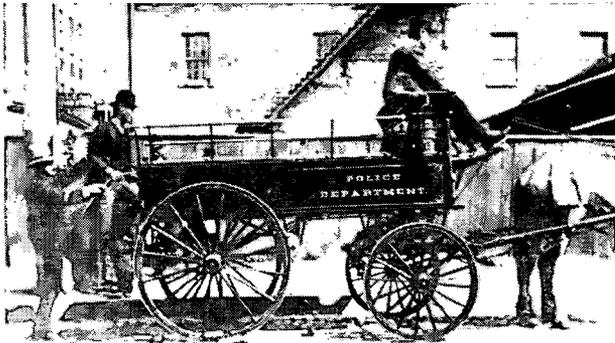
During the year, one hundred and thirty-eight shops have
 been reported as being open on Sundays and after 11 o'clock
 P. M. in violation of the ordinance.

Obstructions found in the streets and lights put upon them
 by the police, 175.

Shops found open and locked up by the police, 7.

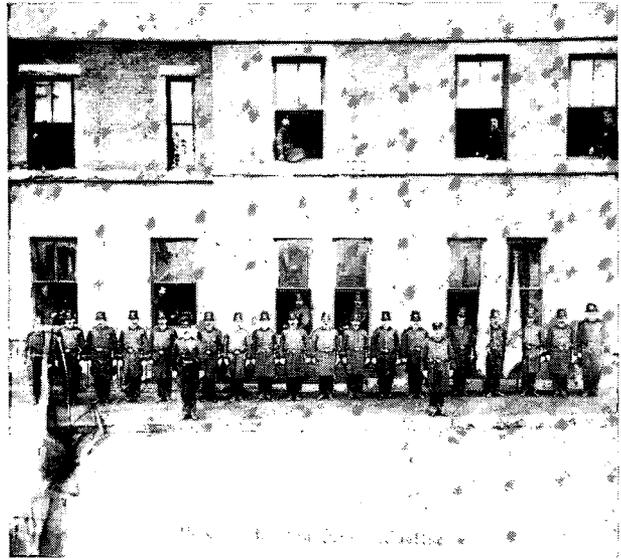
The number of warrants issued during the year, it will be
 observed, is four hundred and ninety-two (492) more than
 was reported one year since.

BIRTH, GROWTH AND REFORM OF THE DEPARTMENT



First Patrol Wagon — Second Passenger — 1879

In the last quarter of the past century the department began a capital improvement program and new precinct stations were built in order to move police out of the dilapidated watch houses in the five police precincts. The building program was kicked off by the annexation of parts of the Town of North Providence in 1872 when the local force was doubled to 185 members to give coverage to the new area gained by the city. In the annexation process the department received two old, wooden shacks formerly used by North Providence for its own police service. One installation was on Capron St. in the Olneyville district; the other was at Charles St. and Branch Ave., a little lock-up used for the brief detention of prisoners until they could be brought to the central station. Providence used the Capron St. structure as a sub-station for the 4th precinct on Knight St. until the 6th precinct was built around the corner on Chaffee St. in 1891. The precinct stations built in Providence before the turn of the century have since passed into history. They were handsome buildings during this period and were viewed with great pride by police and everyone in Providence. The 1st precinct stayed in the 1861 building on Canal St.; a second new building went up on Knight St. in 1875-76 and became the 4th precinct; the next one was built on Martin St. (Chalkstone Ave.) at the corner of Ashburton St. in 1877 and designated the 2nd precinct. No change was made in the location of the 3rd precinct which occupied part of the Wickenden St. fire station. In 1885 another new building, the 5th precinct, opened on Plain St. and at that time was considered to be the



Precinct 5, 1890

model police station for all New England. The 6th precinct station was originally built in 1890-91 and was enlarged in 1898. The 7th station on Potters Ave. came next in 1902 and the last, the 8th precinct on Sessions St., in 1916.

Changes in the police department in this period were not entirely limited to the building program. Important administrative actions occurred to give the force a new "internal look" to match the appearance of its real estate. The post of "deputy chief of police" was created in 1875 and William H. Ayer became the first to hold the office. The city charter was amended by the General Assembly in 1880 when the control over appointments and removal of members was transferred from the mayor and aldermen to the chief of police; from then on the chief had real as well as nominal command. The law change did not affect the legal authority the mayor had in time of peril to the city when he could assume personal command of the police department. Before the advent of police commissions, boards of public safety and other forms of police administration of the current century, the administrative responsibility for handling the details of police management rested with the three-man police committee of the Board of Aldermen. Similar responsibility was given to the Common Council before the end of the 1880's. The early

PROVIDENCE POLICE DEPARTMENT

police administrators were largely concerned with financial problems, disciplinary actions, and appointment and removal of members. They gave little consideration to any so-called "fringe benefits" for the security and welfare of police officers and their families. With a spirit of mutual helpfulness born out of necessity, members of the force banded together in 1878 and formed the Providence Police Association. This police benevolent organization within the department has its own proud 87-year history of splendid service to policemen of Providence. It was this organization that carried the burden of providing assistance to sick or injured men for a number of years until the city began to help. In 1888 the Association was in financial difficulty and it was decreed that 20% of any reward, gift or other special compensation approved by the mayor for any police officer was to be assigned to the Association to help defray its expenses. The first significant benefit granted to members of the department during the early period was a one-week furlough with pay, starting in 1889. The pension, a day off, sick and injury pay were still long years away.

By the turn of the century the population of Providence had reached 176,000 and like other large, bustling cities at the time, it was not without crime and vice. The Common Council's Police Committee came under attack by local critics who stated publicly that the police department was unable to cope with the conditions due to the Committee's poor handling of police affairs. Some people in the community intimated that policemen were being demoralized by politics and began moving for the removal of the department from city government control. The history of the nation may have influenced the move. The country had gone through the experience of the "spoils system" and the abuses inherent in the system. In 1883, when Congress passed the Civil Service Act, legislation creating the foundations of the American Civil Service system, public administration came into sharp view of everyone. It is believed that local critics may have been caught up by the spirit of the civil service system rather than by any conclusive evidence of mis-management of the police department on the part of city officials. The facts are that police administration became the subject of a major controversy culminated by the action of the General Assembly which passed the first Providence

Police Commission Act in November of 1901. By law, the State took charge of the administration of the force through the function of three police commissioners appointed by the governor with the consent of the senate. Oddly enough, this legislation was requested by the Providence Common Council which had been blamed for alleged inefficiency in the department. During the next five years, while the department was under the administration of State commissioners, there was a considerable improvement in efficiency. The improvements made by the police commission proved the value of having capable civilian public safety administrators. From 1901 to the present time, civilians have held the top administrative post, with the exception of a few months in 1935 when a police officer was called upon to serve as temporary public safety director. The Police Commission Act was amended in 1906 and the changing of the law restored "home rule" of the police to the City of Providence. It is interesting to point out that it was the Common Council who spearheaded the move for police home rule, even though the administration of the department's affairs was to have once again been given to the Board of Aldermen rather than the Council.

Early Refinement

The Twentieth Century ushered in an era of scientific advances, particularly the development of the automobile, which changed the course of police work in America, and saw the department develop from the antiquities of the "old watch" into a more modern crime fighting organization. Rudimentary methods of



Rogues' Gallery shot, 1903

BIRTH, GROWTH AND REFORM OF THE DEPARTMENT

criminal identification in use in 1903 were replaced by the Bertillon System which combined photographs and minute body measurements. Photographs of criminals were brought together in a collection and the term "Rogues' Gallery" took its place in police parlance. Mechanization of the department began in August of 1905 when 54 patrolmen were assigned to the "bicycle squad". Bicycle patrols were regarded as a tremendous



Bicycle Squad

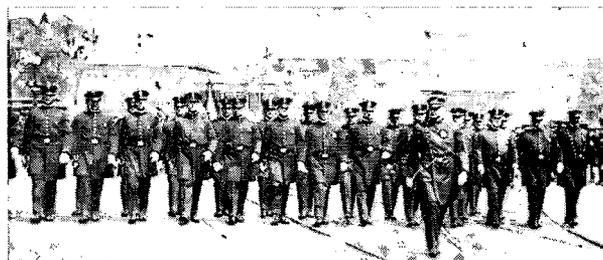
stride toward the improvement of efficiency, particularly in answering emergency calls, and were established in all precincts except the central district. The men were required to supply their own "steeds", but the city paid for any necessary repairs. The city supplied bike caps worn by the men instead of the "bowlers".



Mounted Patrol on Parade, 1913

The department also had a "navy" during this period. It consisted of a 14-foot skiff mounted on a cart which was assigned to the 7th precinct for handling swimming and skating accidents on the ponds and lakes in the Elmwood area. In 1914 police manned a harbor patrol boat from Point St. to the Cranston city line. Both "police navies" were "sunk" after short service.

Whether on water or land, Providence policemen have always presented a snappy appearance. In reporting the first annual police parade in 1904, a *Journal* reporter wrote . . . "Police made a splendid showing in their dress uniforms. They were well-drilled and the parade showed what marked strides have been made in the way of military precision, equipment and discipline." Over the years police parades became an

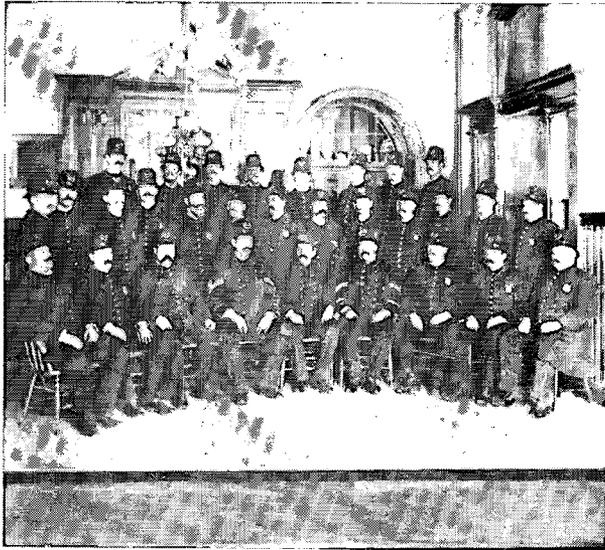


July 4, 1916

outstanding October event and drew large, enthusiastic crowds from miles around. In the first decade of the century policemen had three uniforms: a dress, a summer and a winter uniform. During the summertime they wore the "bowlers", and the rest of the year they sported yachting-style police caps. There was no uniform clothing allowance at the time. Members did not begin receiving uniforms at city expense until 1946, with one exception. During World War I the city bought a number of khaki-colored outfits for the few motorcycle officers who were complaining about the effects of the cycles on their expensive police "blues". They said the crude machines spewed out almost as much gas and oil as was burned.

In 1907 members of the department sought their first pay raise in 22 years in an effort to bring their annual salary to \$1200. The men claimed they had actually suffered a salary cut four years earlier when

PROVIDENCE POLICE DEPARTMENT



Central Station, 1904

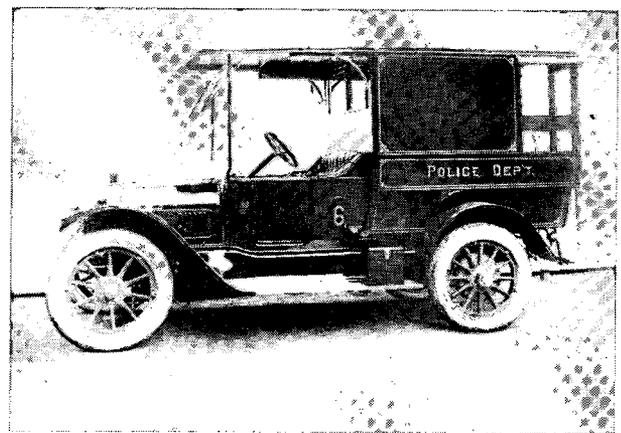
it was ordered that they would no longer be permitted to keep court witness fees or money for doing extra details. Beginning in 1903, all such money was assigned to the meager pension fund which the police supported without city contributions. The police pension remained pitifully inadequate until 1911 when a State law was passed creating a regular pension, supported in part by the city. In moving for a pay raise the members pointed out other difficult working conditions. Records show that each member worked an average 103 hours of extra details each month without compensation. It was not unusual for a man to go six weeks without a free "long day". There were no days off until 1911 when members began getting one day off a month which was increased to two days in 1914.

Prior to 1900 there had been crude attempts at establishing a police training program administered by captains having the title "drill master". But it was not until 1904 that emphasis was concentrated on training matters and the drill master given real authority. He was given responsibility for providing members with riot drill tactics, crowd control procedures, inspection of firearms and ammunition, and general police methods and techniques designed to increase the proficiency of each man in performing all police services. For the purpose of improving police marksmanship, a make-

shift target range was built at the end of a long, narrow hallway in the old headquarters building on Fountain St. in 1909. Every night patrolman then had to report at 8 a.m. daily for practice with a .32 caliber double-action Colt revolver, the department weapon of the period. Day patrolmen reported for this training at the end of their tour of duty. The training program was expanded in 1910 to include the teaching of ju-jitsu as a method of self-defense. One man was selected from each precinct for such training given by a Boston professor, a former inspector of police in Nagasaki, Japan and one of President Theodore Roosevelt's favorite physical training instructors. After becoming adept in the art himself, the member returned to his station to become the instructor for his fellow officers.

44 years after the founding of the department, the rank and title of the executive officer of the force was changed from "chief" to "superintendent" and the title "chief inspector" was conferred upon the commanding officer of the Detective Division. Another 1908 innovation was the use of the so-called "line-up" whereby every detective had to view the prisoners arrested during the previous 24-hour period. The order instituting the line-up provided that each detective had to wear a mask to conceal his identity when viewing any habitual criminal in the line-up.

The first police motor vehicle was bought in 1910 and went to the police commissioners for their use in making inspection tours of the city and its seven pre-

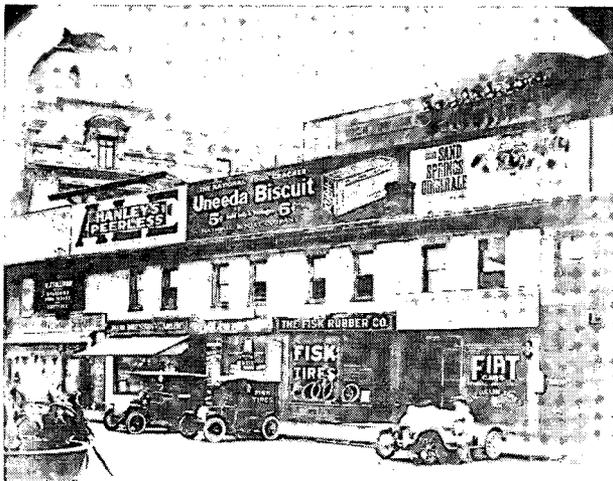


First Motor Patrol Wagon, 1912

BIRTH, GROWTH AND REFORM OF THE DEPARTMENT

cinct stations. The machine was battery-powered and nicknamed "The Black Ghost" by most patrolmen and "The Black Goat" by others! The second car was a \$700 one-cylinder model assigned to the signal service mechanic for his use in maintaining the telegraph system, the nerve-line of the police department at that time. The 1912 annual report affords further insight into the beginning of the "police automobile age" in a city whose population had leaped to about one-quarter of a million people. Horse-drawn patrol wagons were gradually started on their journey into oblivion when the department made its first real concession to the automobile age that year with the purchase of a "Pope Hartford" and a "Cadillac". Both vehicles were equipped with truck bodies to become motorized patrol wagons in Precincts 2 and 6. These wagons also served as ambulances for a short time until the Rhode Island Hospital bought its first motor ambulance. As the horse-drawn wagons left the police scene they took with them the "bowlers" worn by police officers, and the long frock coats which had adorned civilian patrol wagon drivers.

The appearance of an increasing number of automobiles on Providence streets created a problem which still confronts the police department—traffic! Orders were issued to all personnel, whether assigned to bicycle, horse, foot or motor patrol wagon, to wage an assault



"High-Powered" Autos, 1913, Present Site of Sheraton-Biltmore Hotel

on this problem. Traffic congestion reached major proportions in the central business district and a full-time foot traffic squad was established. In 1913 the traffic law enforcement problem became more acute in all sections of the city and the department pressed a demand for a "high-powered car" to match those of "automobilists" hurtling down the streets of Providence at 10-15 miles per hour. Police got their first traffic car and assigned two men to patrol the main highways. One officer was selected to be the driver, a full-time job in view of road conditions and the complexities of the early "horseless carriages"—his partner's job was to keep his eyes open for moving violations and take notes for court testimony later. The early cars had speedometers, but the local court would not recognize the gadget and preferred the judgment of speed given by the police officer riding "shotgun". Typewriters "joined" the force in the same year and were received with mixed enthusiasm by the 380 men of the department who had not yet been "sold" on the idea of using automobiles for police work, much less the "writing machine"!



7th Station Mounted Patrols, Early '20s

The replacement of horse-drawn wagons for conveying prisoners was further accelerated in 1914 with the arrival of five new motorized "Black Marias." Detectives got their first squad car a year later, a "hand-me-down" used by the commissioners. Horse patrols continued in service throughout the city with eleven men

PROVIDENCE POLICE DEPARTMENT

on horses. During the same period the traffic squad, a separate unit by this time, got its first motorcycle. By 1915 there were two "wheels" and by 1924, ten patrolmen were on "gigs", so-called by some of their fellow officers on horses who were certain two wheels could never take the place of four legs.

Growing Pains

The halcyon days of the world and of the Providence Police Department came to an end with the shots fired at Sarajevo. When the country was drawn into World War I three years later, Providence citizens and police were swept into the maelstrom of the war effort. An early 1917 military draft took 26 men out of the police ranks, and with 16 others assigned to guard the city's reservoirs until the end of the war, the department experienced a serious manpower shortage. In the months just ahead of America's declaration of war, rumors were rampant that there would be an epidemic of resignations by younger policemen in favor of higher salaries offered by wartime industries. Some did resign and in a move to prevent further resignations, a 5% pay increase was given to all ranks. This increase brought a patrolman's pay to \$3.47 per day. Controversy developed within the department in October, 1917 when policemen organized the "Police Liberty Bond Club". Members of the club claimed it was organized for the purpose of buying bonds on a cooperative basis as an expression of their patriotism. The Board of Police Commissioners took a different view and maintained that it was a political organization formed to pressure for a 10% pay raise. The commissioners' stand in the matter brought vehement denial by the club's president, but the commissioners were firm and insisted that the club was "inimical to the best interests of the force" and that "the exigencies of police service, particularly during the war emergency, precluded the tolerance of any interests or affiliation that would tend to distract members in the slightest from their sworn law enforcement duties." The commissioners then gave the club until January 15, 1918 to disband. The membership met this ultimatum and voted to dissolve the organization.

Twenty-four

In May of 1918 a new training program was started to give personnel of all ranks formal instruction in the latest police methods growing out of the experiences of police departments everywhere during World War I. Police Superintendent Peter F. Gilmartin assigned Deputy Superintendent William F. O'Neil to the job of planning, developing, and directing the program which featured instruction covering State statutes, city ordinances and regulations, and general police procedures. The program also created the first classroom training given to recruits. The section of the old Fountain St. station occupied by the traffic unit was adapted for training school purposes. For the next several years regular personnel and recruits reported here for daily instruction. The war also brought slight changes in the police uniform. Sergeants were no longer allowed to wear the garrison-type hats of higher ranks and their hats were made the same as the style worn by patrolmen. The order regulating sergeants' hats also provided that all uniformed personnel had to wear a white collar visible at least $\frac{1}{8}$ th of an inch above the dress coat collar.

The first woman protective officer (policewoman) in department history began her duties on the day the war ended. Mrs. Evangeline Field, a former social



Evangeline Field, First Woman Protective Officer

Mabel S. Frink, Chief's Secretary, 1903-1953

worker, had no arrest power. Her work was confined to patrolling public places where women and girls congregated, investigating reports of missing girls, placing delinquents under the supervision of public and private agencies, and assisting policemen in all investigations involving women and girls.

CENTENNIAL ISSUE

BIRTH, GROWTH AND REFORM OF THE DEPARTMENT

In the early post-war years many problems confronted the department. The major concern was the city's rising crime rate — another was the recruiting problem. Despite a stepped-up recruiting campaign in 1919-20, few returning veterans looked toward the police uniform at a time when jobs were still plentiful with American industry turning to peacetime demands for domestic products. Changing economy altered employment conditions beginning at the end of 1921 and in 1922. The changes reversed the police recruitment picture. More and more young veterans found themselves out of work and began looking for the relative security of a police career. The department, for the first time in its history, found itself in the rare position of having a reservoir of applicants and being able to establish higher standards of qualifications for the police position. It then became no easy task for Citizen John Doe to become Patrolman John Doe. He had to be at least 25 years of age, a resident and voter of the city, have a minimum height of 5-8, and weigh not less than 150 pounds. He had to pass a written test and a medical examination and, upon appointment, his term was for one probationary year. As a new member of the force the recruit was required to attend the "Police School of Instruction" two hours weekly for the next three years.

The police pension fund was drastically changed in 1922 when a new plan was promulgated. All city employees were assessed a percentage of their salary and the city contributed an equal amount. Resistance to the plan developed in the police and fire departments with a result that active policemen and firemen were separated from all other city employees and placed in a separate pension plan system which is in effect today.

Era of Social Turbulence Scientific Police Tactics and Reform

Many statistics have been compiled in order to illustrate the good and ill effects of the National Prohibition Act passed in 1919. There is evidence to support the fact that the "Volstead Act" had profound

social and economic consequences during its 14-year life. Proponents saw an undoubted social gain in the passing of the saloon. Opponents blamed this federal law for an increase in drinking by young people, the birth of the "speakeasy", the increase in prostitution, and the great surge of crime. The era saw the rise of gangsterism and racketeering in connection with the illegal distribution and sale of liquor. A nation-wide survey conducted by one of the country's leading newspapers indicated that more than 1,300 persons were killed in the course of Prohibition enforcement during the period from 1920 to 1929. Three factors are said to have stood in the way of the enforcement of prohibition: liquor traffic proved profitable; the public refused to consider it criminal; and many States regarded the task as belonging to the federal government alone. Providence police, however, did not consider enforcement of this law to rest entirely with federal agents. During the era the force was commended by the National Prohibition Commissioner and by the Chief Federal Narcotics Agent for its cooperation with federal authorities in effecting a number of important arrests for liquor and narcotics law violations.

In 1924 Walter A. Presbrey, Chairman of the Providence Board of Police Commissioners, pointed out the need for legislation which would liberalize police powers and increase the penalties for offenders. He cited the more important needs as being the enactment of laws that would tend to promote more efficient law enforcement, such as an overhaul of the search and seizure laws which gave police only limited authority to search for violations of the prohibition law. Chairman Presbrey added that legal obstacles caused by some State laws made it necessary for the police to seek the aid of federal agents because their enforcement powers overcame many obstacles created by the antiquities of local laws.

The middle '20s saw the organization of the present Rhode Island Police Chiefs' Association. Police executives organized in an effort to develop closer liaison among their departments for a stronger assault on a new type of criminal activity produced by Prohibition—gangsterism. The plan to organize police executives was quickly endorsed by the Attorney General and Colonel Everitte St. J. Chaffee, Superintendent of the Rhode

PROVIDENCE POLICE DEPARTMENT

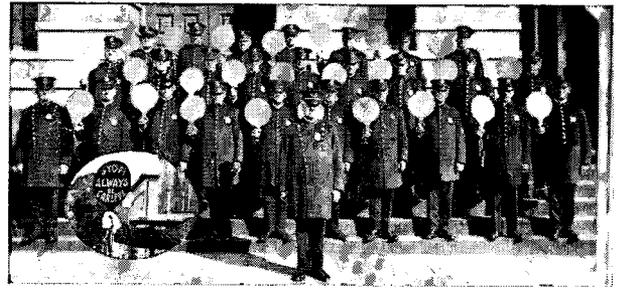
Island Mounted Police (State Police). The chiefs declared their intent to rid the State of questionable police characters by joint operations and called upon their communities to help fight the state-wide crime wave building up at the time. In speaking of the crime situation, an assistant attorney general stated, "The public must organize itself to act with the police, to cooperate with them, to take precautions and to safeguard their possessions and valuables. These are days when yeggs, robbers, burglars, hi-jackers and gunmen can avail themselves of fast, high-powered cars, can perfect organizations to baffle pursuit and plan for bail and services of counsel if captured." A local judge, in commenting about the causes of the crime situation in the State, said he believed 25% of the crimes of violence at the time were committed by unemployed boys and young men who were through with school and could be found loitering at restaurants, pool halls, other places, and in gangs on street corners.

Our present "C" Squad had its counterpart 40 years ago in the "Flying Squadron". At that time the investigative unit was under the direction of Sergeant Alfred T. Steeves (later captain) and was engaged in an attack on illegal liquor operations, gambling and other forms of vice. Juvenile delinquency in the middle '20s became another big headache for the police who reported that more and more young people were "turning to drinking, dancing and the use of the automobile" which epitomized the era known as the "Roaring Twenties".

Strike duty for policemen during labor disputes means extra work and responsibility for a police department. The resources of the force have seldom been more taxed than during the simultaneous strikes of coal handlers and telephone workers in the city in 1923. Problems for the police reached their pinnacle on the night of July 12th when at the height of the strike thousands of people gathered in the downtown streets awaiting the outcome of the Willard-Firpo prizefight. The activities of the evening almost over-taxed the strength of the department. During the telephone strike it was the practice of police to provide escort for private cars used to transport telephone operators, and at about 9 p.m. that night the area on Fountain St., in front of police headquarters, was filled with cars waiting for

police escort. Throughout the 30-day duration of the two strikes members of the force worked 19,013 man-hours overtime without compensation.

Aside from labor disputes and the enforcement problems being created by wide-spread liquor law violations in 1923, the department had to direct its resources to the mounting traffic accident toll which had taken 38



Traffic Division, 1922

lives and injured almost 1,000 persons in Providence during 1922. Another "step-child" of Prohibition was the drunk-driver who was beginning to show his criminal influence on the community's accident rate. The department administration directed that traffic law enforcement activities be stepped up to reduce accidents and that more attention be given to parking violations which had been a contributing cause in a number of accidents. Providence policemen have placed innumerable "blue tags" on illegally parked cars in the city since 1923 when the first parking tags were issued. Popularly called "See Me Tags", they were yellow shipping tags which were attached to the steering wheel of cars. They contained printed instructions directing the violator to report at once to the police traffic division. Prior to the "See Me Tags", policemen wrote out parking violations on plain paper and slipped the notice under the windshield wiper.

Prohibition opened an era of lawlessness marked by rum-running, hi-jacking, killing and other major crimes of violence by gunmen armed with guns which were of superior firepower to many of those used by law enforcement officers. Rum-running over the road and along the waterfront was a serious problem for the force in 1924. In an effort to overcome hazards for

BIRTH, GROWTH AND REFORM OF THE DEPARTMENT

police officers in any engagement with heavily-armed rum-runners, new riot guns were bought by the department and issued to waterfront patrols. A few years later the .32 caliber was replaced by the heavier .38 police special which became the formal police weapon issued to all personnel. There were a number of other equipment changes fostered by the prohibition period. A gadget called a "siren" was placed on the police equipment market and sirens meant the end of the big gongs which had clanged away on patrol wagons since the 1800's. Tear gas grenades were introduced at this time. The grenade consisted of a copper globe containing vials of chemicals which produced a tear gas lasting for about 30 minutes. Traffic men posted at busy downtown intersections and at Olneyville Square were furnished with a pulpit-type elevated platform. From their vantage point, the officers were able to maintain a sharper lookout for wanted cars and exercise better traffic control.



Traffic Pulpits, Adopted 1925

The science of fingerprinting gained wide acceptance by law enforcement officers, and by 1922, the Providence force found itself in the vanguard of police departments pioneering in this field. Inspector Herbert A. McCaffrey was sent to a New York police school to learn the latest fingerprint methods and returned to improve the department's original bureau of criminal identification which he had organized years before. Then, as now, administrative heads of the department were aware of the need for keeping pace with latest developments of all scientific aids for crime detection. Lieutenant Michael B. Franklin, father of Colonel Howard A. Franklin, (present Chief of Police) was the second member to attend a police science school. Lieutenant Franklin (later deputy chief) also went to a New York police school to learn the most modern American and European crime detection techniques which he subsequently implemented as head of the Bureau of Criminal Identification. One of the first things he did was to get a replacement for an ancient camera which for more than 20 years had been used to photograph scenes, principals, and evidence in most of Rhode Island's sensational crimes. The old camera needed three men to operate it. Once it was focused, two had to hold it in place on a huge tripod until a film could be inserted and the cover removed, and it took two able-bodied members to carry it wherever it went.

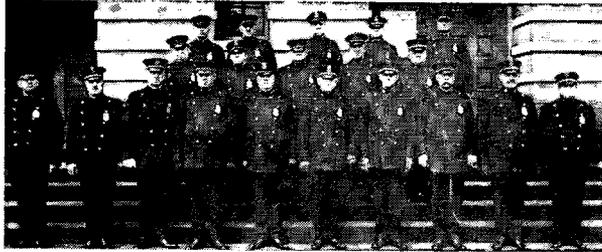
Another scientific achievement of the time was "radio". Long before radio developed into the communications media it later came to be, it was enthusiastically received by Providence policemen. Men "on the watch" in the stations soon became busy constructing and experimenting with crystal or battery-operated radio sets. They found that the iron bars over the windows made excellent aids for better reception and nearly all radiators and bedsprings in the dormitories were wired for quick connection purposes.

Civilian clerical employees have been part of the police department structure since the days of the first police commissioners in 1901. Many employees have served long years and contributed greatly to the successes of the force. Two outstanding employees of past years were Miss Mabel S. Frink, secretary to Providence police chiefs from 1903 to 1953; and Mr. Samuel Gee, secretary to various police commissions from

PROVIDENCE POLICE DEPARTMENT

1901 to 1940. The practice of hiring male civilians to take care of clerical functions in precincts and relieve active policemen for patrol work started in 1925. Another manpower saving came with the installation of a number of mechanical traffic signal lights in the downtown area in the same year. The lights permitted the shifting of traffic personnel to other areas.

Unique in the annals of the department was the system used by precinct captains in the "teens and twenties" to meet whatever expenses they might encounter in keeping their precincts in an orderly condition. It was fully expected that a captain would draw from his own purse to get the job done, and most financial problems were solved in that fashion because under depart-



Ranking Officers, 1927

ment rules a captain was subject to trial and dismissal for any laxity in the operation of his precinct or any protracted violations of the law. Captains received relief from this situation in 1927 when the department was authorized an appropriation of \$5,000 annually to reimburse captains for any expenditures made by them.

Changes in the police uniform have been made periodically through the years, but seldom have changes been as colorful or different as those made on Memorial Day in 1927 when uniformed members blossomed out in a new ensemble featuring a single-breasted dress coat, a white shirt and bow tie. The dress coat replaced the old model which included a white celluloid collar. Members often complained that the celluloid never wilted, never was free of cracks, and always appeared yellow with age!

Probably the most formidable crowd control task ever faced by the department was occasioned by an official visit of Colonel Charles A. Lindbergh on the after-

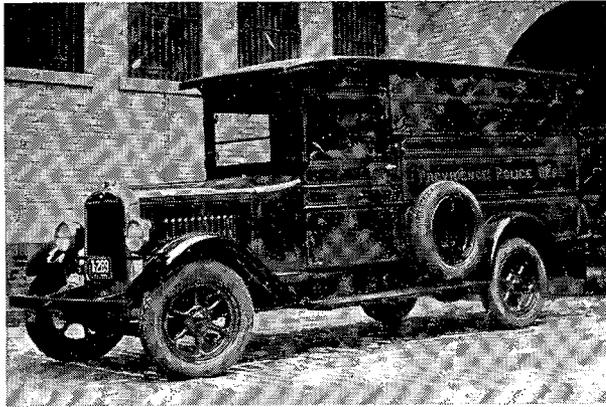
noon of July 21, 1927. Through one continuous, madly cheering throng of people which stretched from Quonset Point to City Hall steps, "Lucky Lindy" rode in triumph to the acclaim of thousands upon thousands of citizens. The crowd jammed into Exchange Place (Kennedy Plaza) that afternoon was so huge that police officers were forced to rush Lindbergh into Mayor James E. Dunne's office for his safety. Every available policeman was in the area and straining to restore order and reform police lines, but it soon became apparent that it would be impossible. The famous flier had to be escorted out the side door of City Hall and driven away to Roger Williams Park.

Policemen fought another type of "human bulge" in 1929 when the police commissioners appointed Mr. Frederick E. Finneran as the official department physical training director. This civilian employee began a physical fitness program designed to trim down the more portly policemen—and the program worked. In another move to improve the appearance of police officers, members of the traffic squad were ordered to wear breeches and leather puttees — in later years they were to be worn by all members. An 8-cornered police cap replaced the stiff white hats previously worn by traffic men for several years.

The 1929 annual report placed the department personnel strength at 539 officers and men, the highest in the history of the force. In his report for that year Chief William E. O'Neil disclosed the use of the first precinct patrol cars. Cars in precincts had been assigned initially on a trial basis. To keep them as inconspicuous as possible, the cars carried no police markings nor special police registration plates. In the same year Chief O'Neil proposed the forming of an organization composed of detectives from each police department in the State who were to meet periodically to discuss mutual problems in criminal investigation. There had been little abatement of crime in Rhode Island during the "Roaring Twenties" and the Providence Chief felt that exchange of information could drive known criminals from the area and foster an effective technique for the repression of criminal activity.

The first part of the next decade brought several changes in department operations. As far as night men

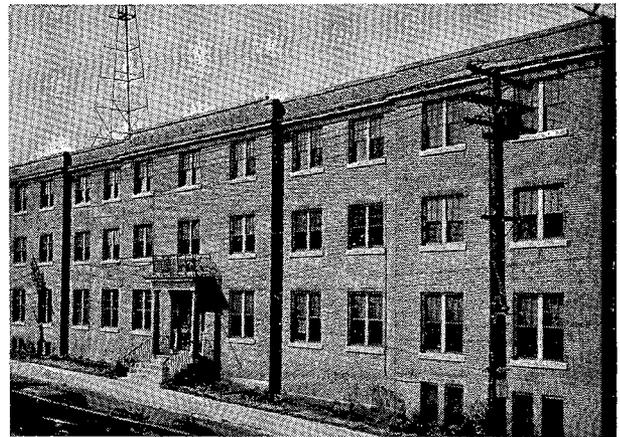
BIRTH, GROWTH AND REFORM OF THE DEPARTMENT



"Black Maria," 1928

were concerned, the most notable change was the adoption of the 3-platoon system with its equal 8-hour tours of duty. Within a few years the inauguration of the platoon system led to the discontinuance of the so-called "station day", the bane of night men for many, many years. "Station day" required a night man to report for duty during the day periodically in addition to his regular night shift. Another important event was the long-awaited order to close the old soot-covered 2nd precinct station by the railroad tracks on Chalkstone Ave. at Ashburton St. The doors were closed in 1930 after the formal dedication of the new 2nd station on Chad Brown St.

With a new precinct station the department looked forward to getting more money for modernization, but any such hopes and plans the department had in the first days of 1930 had to be forgotten when it became apparent that the stock market crash the previous October and the business recession which followed would not pass quickly. "Depression" altered the lives of all Americans and people around the world. A sign of the difficult times may be found in the fact that police reserves had to be called one morning in 1930 to control a crowd of 500 women who had rushed to a store in the Arcade Building on Westminster St. in answer to a "help wanted" ad for ten saleswomen. While it was expected that the city's crime rate would soar during the next years when thousands of people were thrown out of work by the depression, no sensational increase was reported. This was attributed by many to be the



Chad Brown St. Station

result of the efficiency of the force and the many advances made in the training of its members.

Maintaining its tradition for being one of the more progressive New England police departments, particularly in employing the latest equipment and techniques developed for the police service, the force acquired a teletype machine in 1930. The "electric typewriter" afforded the department a method of instant communications with other departments in the State for the transmission of alarms and other police information. Teletype soon became a potent police weapon against crime, especially in cases of armed robbery and auto theft. In a further attempt to effect speedier apprehensions of felons, the services of a local commercial radio station were utilized in 1931. Crimes were broadcast and alarms went over the air to the public and police in the same way broadcasts go out over today's police radio system. Many quick arrests were made as a result of wanted cars being spotted by private citizens who alerted the police. The plan for using commercial radio facilities was advanced by Benjamin M. McLyman, Attorney General at the time, and later a member of the Providence Bureau of Police and Fire. The first training school set up exclusively for the training of Providence Police recruits was also established in 1931. Hundreds of applicants were interviewed and after a long screening process, not unlike the present system, 84 young men were selected and began classes at the Cranston St. Armory.

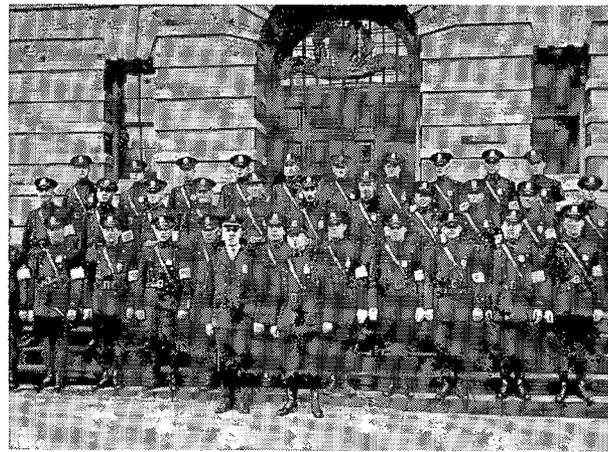
PROVIDENCE POLICE DEPARTMENT

Perhaps the most talked about period of the department's history is the time when it was under the administration of the Providence Board of Public Safety from 1931 to 1935. In March of 1931, Representative Benjamin Cianciarulo of Providence introduced a bill in the General Assembly to establish a public safety commission in the City of Providence to take over the functions of city-appointed police and fire commissions. Like the similar bill successful in 1901, the Cianciarulo bill touched off a political struggle in the State and city which included a mass public meeting of opponents of the measure. The controversy continued until the bill was passed by the legislature and signed into law by Governor Norman S. Case April 10, 1931. Thus, 25 years after the abolishment of the first Providence Police Commission, whose members were lawfully appointed by the Governor and Senate of Rhode Island, administrative control once again passed to State-appointed commissioners. Appointed to the Board of Public Safety were Benjamin P. Moulton, named chairman, and who had been a member of the defunct Providence Police Commission for 16 years; George T. Marsh, an attorney; and Michael H. Corrigan, a local druggist. They began their tight control of the force with a directive to all superior officers pointing out that discipline would be highly stressed under their administration, and that summary action would be taken against any member found to be chronically inefficient. The commissioners further warned that policemen would have to show improvement or risk dismissal, reminding them that there were hundreds of unemployed young men who sought the security of police positions. Every man in the department was then given an examination which was followed by a number of resignations. It is believed that some of the administrative controls and other measures exercised by the Board of Public Safety were adopted as a result of certain disclosures made nationally by the famed Wickersham Committee, a special body established by President Herbert Hoover to inquire into law observance and law enforcement. The Committee inquired into the operations of many of the police departments and its reports indicated irregularities in the police service of the period. Departments across the nation were severely criticized by the Committee and by the press.

The creation of the Safety Board signalled the beginning of an extensive reform of the department.

Thirty

Changes occurring during the tenure of this board were the most drastic in the history of the force. Chief O'Neil retired and Deputy Chief James Ahern was elevated to that office. Prior to this time there had been but one deputy chief of police; the Board created three such posts. Edward J. Kelly became first deputy; John J. McGuire, head of the Inspectors' Division, was appointed second deputy; and James A. Glynn, commanding officer of the Traffic Division, a new division created by the Public Safety Board, held the post of third deputy. Deputies and other commanding officers had to attend bi-weekly staff meetings with the commissioners to discuss department problems.

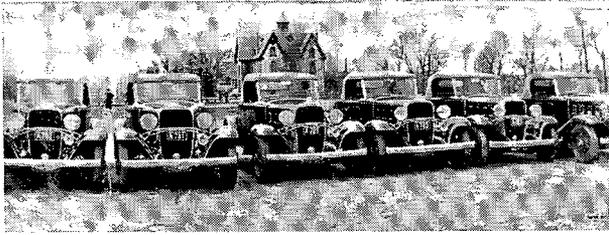


Traffic Division, 1932

Except for a few horse-mounted men in the Traffic Division, the horse patrol age finally gave way to police cars. The departure of horses from police ranks had really started twenty years earlier with the purchase of the two motorized patrol wagons in Precincts 2 and 6. In early 1932 the traffic section was organized for the first time as a separate unit of the force. It provided for the centralization of traffic law enforcement functions by combining horse-mounted men with motorcycle officers and the foot traffic squad. 29 officers were assigned to motorcycles, 45 to foot traffic duty and the balance of the 80-man division composed superior officers. In the same year light, fast roadsters were bought to replace the horses still in use. Oddly, the Board of Public Safety managed the feat of selling department horses to the automobile dealer from whom

CENTENNIAL ISSUE

BIRTH, GROWTH AND REFORM OF THE DEPARTMENT



Police Roadsters, 1932

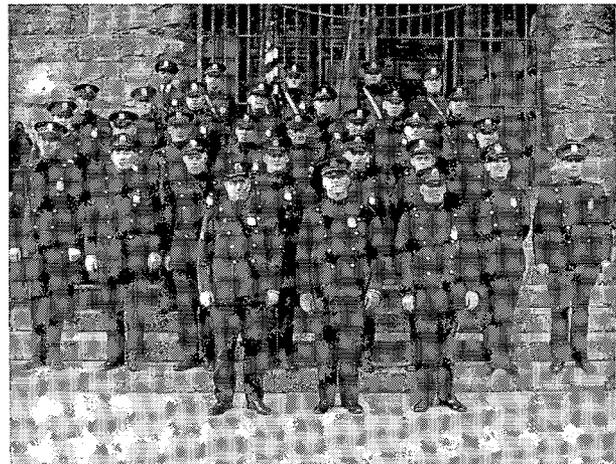
the cars were purchased. Motorcycle men were furnished with .44 caliber revolvers which were more effective weapons against the heavy cars of that era.

The Detective Division was also reorganized during this period, and the Safety Board gave command of the division to Captain John G. Kelly (later chief). The division was expanded to a complement of 30 men and for the first time, round-the-clock services on a regular basis were provided by detectives. Members received the title of "detectives" which was thought to be more in line with their functions as investigators — they had been called "inspectors" since the turn of the century. The division received additional cars, new riot guns and sub-machine guns and quickly developed into a force of crime-fighting specialists. Payroll holdups became a big problem for police everywhere in the days before the use of checks was as widespread as it is now. The Detective Division created a special squad to work with businessmen and others in the community handling large amounts of money, and police tried to edu-



Detective Squad Car and Equipment, 1932

cate these people in the safe-handling of securities. In addition to the payroll squad, new squads were created to specialize in the investigation of other types of crime. The records system in the division was overhauled and crime spot maps were kept to signal trouble areas of the city. The night platoons were in charge of Captain James J. Cusick (later chief). Another group was known as the "Emergency Squad". Detectives were assigned four new sedans and they formed the nucleus of the department's cordon post network. The use of cordon posts was a police technique of the '30s and placed detectives and uniformed officers at strategic points on major arterial routes out of the city to prevent the escape of felons, particularly holdup men. The "Riot Squad", not to be confused with the detectives' emergency squad, was another special unit created in 1932. It comprised 40 hand-picked men from various divisions who were trained in the use of riot guns, tear gas and crowd control tactics.



Riot Squad, 1933

A forerunner of the present Juvenile Bureau was the "School Safety Squad" which started in 1934 under the direction of Sergeant Walter T. P. Day. The squad was created to curb delinquency and to teach school-age children traffic safety habits. The squad sponsored weekly outings at Goddard Park for needy children and also organized and supervised athletic programs for young boys at a time when there was no city recreation department.

PROVIDENCE POLICE DEPARTMENT

Until the time of the Safety Board, the Bureau of Criminal Identification was a one-man operation mainly concerned with photography and fingerprint data. At this period, district court records were kept in the chief's office; the Rogues' Gallery in the detectives' section on a lower floor at headquarters; and fingerprint data in Captain Franklin's office in the identification room. Under a new arrangement, all this information was brought together in the identification unit where a master card file was set up to expedite identification processes. The staff was also expanded to assist the captain in charge.

During this same period a new plan for better administration and supervision of the force was implemented by the Safety Board. The city was divided into three districts and a captain served as the commander of the district. The Central District was headed by Captain Alfred T. Steeves and comprised Precincts 1 and 4. Captain William H. Dolan commanded the Northern District composed of Precincts 2, 3 and 8; and Captain Miles A. Glidden had charge of the Southern District which comprised Precincts 5, 6 and 7. As the depression continued, and in an effort to save money and streamline the operations of the department, the Board of Public Safety ordered two precincts closed in August of 1933. Precinct 3 in the old Wickenden St. fire station was transferred to the Sessions St. police station which consequently lost its identity as Precinct 8. The 4th precinct on Knight St. was moved to Potters Ave. station and redesignated Precinct 7. For a short time the Knight St. and Wickenden St. locations were manned as sub-stations for "wagon calls" and then finally abandoned. Also changed was the department's telephone system which had provided each precinct with its own public telephone number. In an effort to avoid confusion, and as an economy measure, police phones were consolidated under a single number — Gaspee 1-3121 — which is still the department's only public phone number.

Economy was the watchword of the Safety Board. Board members were especially careful about expenditures for the physical upkeep of police buildings. Whenever possible, the department made its own repairs and undertook its own reconstruction projects. Policemen skilled in carpentry, plumbing, painting and electrical

work were relieved from regular patrol duty and assigned to maintenance work. The City of Providence, like many other cities, felt the financial squeeze of the depression and the Safety Board said the use of policemen for this type of work was necessary to get much-needed repair work done on the old buildings.

Police communications developed further following the night of May 13, 1933 when the first Providence police radio test message crackled over the air to three police cars stationed along the perimeter of the city which were equipped with receivers for the experiment.

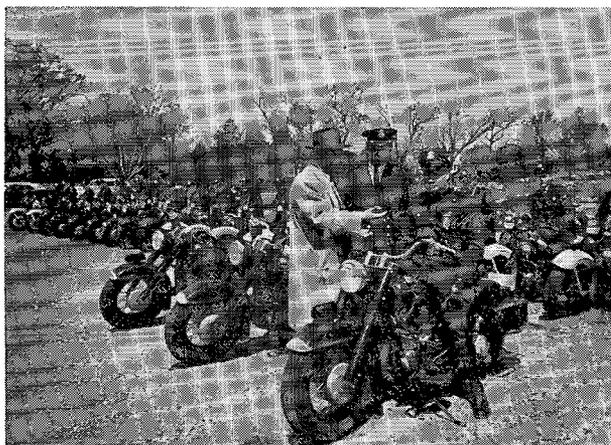


WPEY, 1933

Patrolman Walter T. Stubbs, a traffic officer by day and a radio "ham" at night, was at the microphone and gave the initial signal. Police Radio Station WIXAD consisted of a table and a maze of wires located in a third-floor bedroom at Precinct 2 on Chad Brown St. A ladder led to an aerial on the roof which had to be turned manually in the direction of the receivers in the cars. After the first message was sent, there was an agonizing wait by the group of observers gathered around Stubbs waiting for the men in the cars to report back by call box. The reports came in proclaiming success and the first of millions of police radio calls in Providence were started. Much of the original equipment was contributed by leading downtown department stores as a

BIRTH, GROWTH AND REFORM OF THE DEPARTMENT

public service. The radio station was later moved to police headquarters as more and more one-way sets were installed in cars and in traffic pulpits downtown and at Olneyville Square. Over the years the call letters WIXAD became WPEY, WPGF and finally the present call letters of the department — KCA 574. Two-way radio came in 1941 and our modern FM installation in 1949. Walkie-talkies and pocket-size radios were introduced in the '50s and '60s.



2-way FM Radios, 1949

Another much-discussed innovation of the Board of Public Safety was the "Personnel Squad" which comprised three superior officers of the force who were responsible only to the board chairman. The squad had authorization to inspect personnel, precinct stations, other units, records and equipment at any time and without prior notice. The members of this squad were responsible for keeping the chairman informed of the performance of all officers and men of the force, keeping an index card file containing information about every member. "Personnel Squad" duty was not a job for a thin-skinned officer. About this time another technique was adopted for better supervisory control — the "travel card" plan. The cards laid out a course which had to be followed by a uniformed patrolman in covering his "beat", and the cards were changed daily to confuse anyone who might be "casing" the patrolman to determine his patrol habits. The cards were made out in duplicate — one for the patrolman, the other for his sergeant.

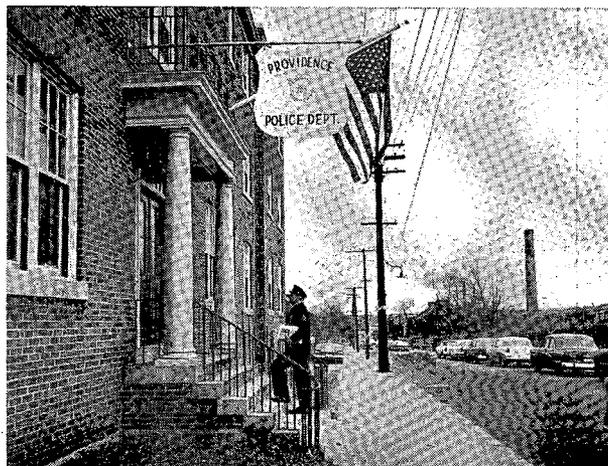
There is little question that better training programs and some of the innovations introduced by the Public Safety Board in the period 1931-33 resulted in improved efficiency; the department was commended in 1934 by J. Edgar Hoover, F.B.I. Director, who declared it one of the most efficient and cooperative municipal police agencies in the country. The commendation was made in recognition of the record achieved by the city during the previous year when the rate of serious crime in Providence was substantially less than that of 88 other cities of comparable population size.

As the depression wore on, a new philosophy concerning personnel management and public administration began to emerge on the American scene which stemmed from a number of different studies being made by experts in the personnel field. Their theories suggested that business, industry and government had overlooked the humanistic approach to personnel in the rapid development of the nation's resources and that personnel management methods should be revised to once again make the man more important than the machine he operated. It is not certain if the new concepts being advanced at the time had much to do with the decision of local citizens to move for the return of "home rule" of the Providence Police and Fire Departments. The truth is that the Board of Public Safety was often severely criticized for its personnel management practices during its 4-year tenure which coincided with the publishing of the new ideas concerning management — and with the move to abolish the Board. One of the leaders of the opposition to the Safety Board was State Senator William G. Troy who introduced the bill before the 1934 legislature calling for the abolition of this public safety administration. The bill was passed by the General Assembly on the opening day of its 1935 session in January. Former Providence Police Chief Edward J. Kelly, on leave from his post as head of the Rhode Island State Police, became Acting Director of Public Safety until the following June when Governor Theodore Francis Green signed a new enabling statute authorizing the City of Providence to again create its own police and fire commission. The city moved quickly and Mayor James E. Dunne appointed a three-man commission designated the "Bureau of Police and Fire". The appointees named by the mayor and approved by the Board of Aldermen were Thomas H. Roberts, (now

PROVIDENCE POLICE DEPARTMENT

a Rhode Island Supreme Court Justice); Joseph C. Scuncio, currently Chairman of the Providence Bureau of Licenses; and Benjamin P. Moulton who had served on previous city commissions from 1914.

Throughout the years of the depression recruiting presented little problem for the department. 400 men applied for a place in the 1934 police recruit school with 22 selected following competitive examinations, physical examination and psychological testing. This recruit school became the first class to undergo training at Chad Brown station, the present site of the Providence Police Academy. Candidates slept in the building



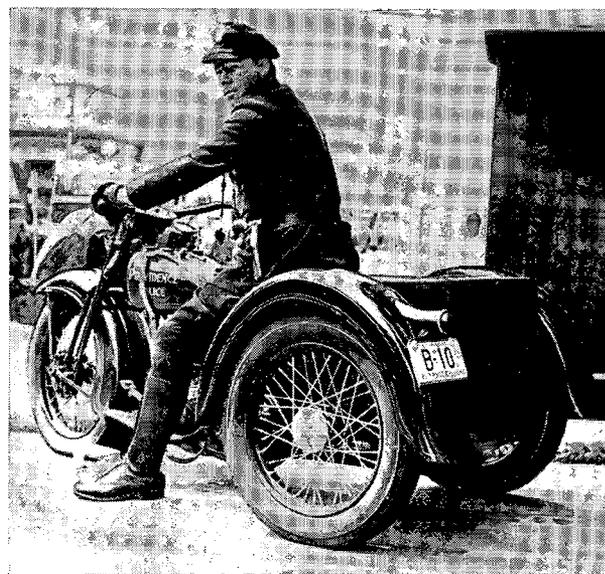
Police Academy

each night and their days were divided between classroom instruction; and life-saving, gym work and swimming at the Wanskuck Boys' Club. The training day started at 6:30 a.m. and lasted until "lights out" at 11 p.m. The practice of having police trainees spend their nights in the training school was abolished in 1952. A third recruit class, the largest in the history of the department, was started by the Bureau of Police and Fire shortly after it was created. 92 successful candidates were graduated in July of 1936. From 500 original applicants, 225 were selected to attend the first session of this school, held at LaSalle Academy. School sessions were held during the evenings and over a period of weeks the size of the class dwindled because candidates failed to maintain their standing through

Thirty-four

the continuous process of competitive examination. Following graduation, 10 of the 92 graduates received immediate appointments to the force and the others were placed on a reserve list to await appointment as vacancies occurred.

Accident prevention and safety upon the highways was the top problem of the police department in 1937. Faced with a mounting toll of fatalities on city streets, the department spearheaded the most intensive traffic safety campaign in the history of Providence. A maximum speed limit of 25 miles per hour was established and police began a "get tough" campaign against speeders to knock down accidents after records disclosed that speeding was the No. 1 cause of accidents in the city. Police made an all-out effort and rigid traffic law enforcement began to show results with accidents sharply reduced. In 1937 there were 41 deaths—this was cut to 16 in 1938. Since the 1937 death toll, traffic fatalities have not risen above 23 in any one year and on eight occasions since 1938 the city has gone over 100 consecutive days without a highway death. The present "deathless" record is 173 days, established in 1960. As a result of the 1937-38 safety campaign an accident prevention bureau was established in the department. This section is now part of the Record Bureau and is responsible for accident data and motor



First 3-wheeler, 1937

CENTENNIAL ISSUE

BIRTH, GROWTH AND REFORM OF THE DEPARTMENT

vehicle violation statistics. Another result of this campaign was the use of the first parking meters installed in the downtown area in 1937; today there are 1595 meters located in all sections of Providence. A short time after the installation of parking meters police got their first three-wheel motorcycle and it was assigned to the traffic officer responsible for the enforcement of meter regulations and coin collections.

The history of the department is studded with records showing the valor of its members down through the years. Where in the annals of the force can be found a more glorious example of heroic service and devotion to duty by policemen than in the accounts of their performance during the disastrous September, 1938 hurricane? The tireless efforts of policemen and firemen in the preservation of life and property helped to restore order out of the chaos which hit the city without warning. The Bureau of Police and Fire was publicly commended for the remarkable achievements of its policemen and firemen who labored days without adequate rest during the grave emergency.

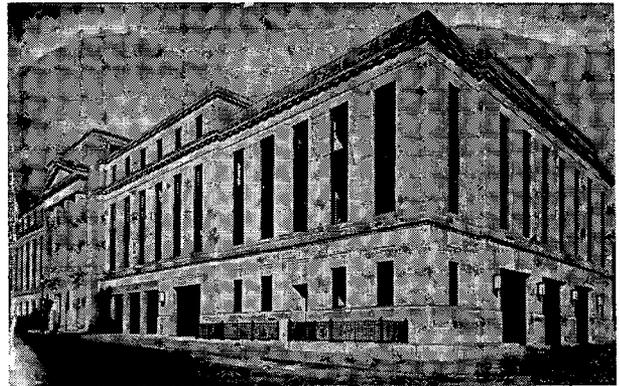
Mayor John F. Collins appointed himself a member of the Bureau of Police and Fire on January 1, 1940 replacing Benjamin P. Moulton whose term had expired. He was promptly elected chairman by the other members, but did not hold the office long after the legality of his self-appointment was questioned. Mayor Collins resigned the post the following May after much public criticism. Other personnel changes during 1940 occurred with the retirement of Chief Miles A. Glidden.



Chief's Office, Old Headquarters, 1940

James J. Cusick, who previously had been retired and returned as deputy chief, was moved up to replace Glidden and the deputy chief's post went to Captain Michael B. Franklin. Also retiring that year was Samuel Gee who, for 39 years, had served as secretary to the various police commissions and who had watched the department emerge from the "dark ages" of policing to the new police era, beginning after the depression years.

As early as 1929 the old building on Fountain St. was declared inadequate to meet the needs of the force and proposals were made to expand and renovate the 1895 headquarters building or replace it with a new one. Economic conditions of the period thwarted such plans and it was not until 1940 that the present police and fire headquarters was constructed. The cost of the building was \$1,097,432.91. A "milestone" in the improvement of police benefits was also reached in 1940 — the annual 15-day sick leave with pay plan.



Present Headquarters, Completed 1940

Twenty-three years after "the war to end all wars" the nation was again plunged into a world struggle and for a second time in a generation the resources of the police department were pushed to the limit. The pressure of wartime demands began months before Pearl Harbor when industry started hiring large numbers of people for defense work. Immediately, police were called upon to do a vast amount of background checks on defense workers for security purposes. As they did in World War I, police ranks began to thin out rapidly as members changed from the city's police uniform to

PROVIDENCE POLICE DEPARTMENT

the country's khakis' and blues, while others were resigning to take higher-salaried positions in war industries. In spite of manpower shortage the department had to meet tremendous tasks in providing not only ordinary police services, multiplied many times by the war, but also the guarding of vital public service installations: such as water supply reservoirs and sewage disposal plants. There were details at the local shipyard, rationing boards and others which took care of practically every "long day" of a night man who received no compensation for the extra work. The department also had the responsibility of training hundreds of civilian defense workers and industrial plant guards.

Providence was the "liberty town" for thousands of servicemen from nearby military bases. Night-time activities in the downtown area required a concentration of additional manpower which was taken from outlying areas, doubling the work of the men assigned to those districts. Neither the drafting of young men into the Armed Forces or the rationing of gasoline restricting civilian travel caused marked reduction in the city's crime rate or highway accidents during the war years. The "dim-out" created accident hazards and served as a cloak to obscure criminal acts. In January of 1942 fifty amateur radio operators were sworn in as full-fledged, but unpaid members of the police department. This emergency action made Providence the first city in the nation to solve the problem of how to set up emergency communications for air raid work in the face of a ban on amateur broadcasting imposed by the Federal Communications Commission. The group was known as the "Providence Police Mobile Radio Patrol" and was directed by Monsignor Charles A. Mahoney, an amateur radio expert. These volunteers manned eight short-wave radio stations strategically located in various sections of the city.

In the first year of World War II a modified decentralization of police service took place. The night squad of the Traffic Division was eliminated and members were transferred to the six precincts then in operation. Activities of the Bureau of License Enforcement were also curtailed. With these changes precinct captains, in addition to their regular precinct missions, were given added responsibility for the enforcement of traf-

fic laws and the suppression of vice and liquor law violations. The strength of the department in early 1942 consisted of 526 officers and men. In 1943 the manpower shortage became more critical. Membership dropped sharply to 429. The weekly salary of a patrolman then was \$40.25. The city fathers attempted to stop the exodus of members from police work for higher wages elsewhere by granting a bonus of \$2 per week and permitting them to engage in outside work during off-duty time to supplement their income. Another measure taken to alleviate the manpower condition was the waiving of the age limit which enabled older men to join the police service.

Lighter Moments

Police work is serious business but it is not entirely limited to "terror, tragedy and tears". Far more difficult working conditions prevailed in all the long years of Providence policing until the end of World War II than in the present era of shorter hours, better salaries and more liberal benefits for policemen. Police officers of yester-year are said to have seen more of each other than their own families. But it was not "all work and no play" in the old days between the two wars with 90-hour work weeks for \$36.75. While "on the watch" or "station day" members looked to checkers or cards as pastimes and every precinct had its "cribbage, hearts or hi-lo-jack" champ. When they weren't engaged in "housekeeping chores" around the station house, and when they tired of cards and checkers, policemen usually simply discussed any interesting police incident. Such discussion might have included a report turned in by Patrolman John J. O'Connor. This officer, a mounted man of the 5th precinct in 1921, was patrolling his beat at Field's Point and witnessed the first airplane accident in the city when he saw a seaplane fall into the water between Starve Goat Island and the Point. A *Providence Journal* story the following morning said . . . "The patrolman wrote the report which came downtown this morning to be recorded at headquarters that posterity may know what happened in the City of Providence on August 19, 1921."

Numbered among the members of the force in 1926 was Detective Lieutenant "Big Bill" Hall, a born show-

BIRTH, GROWTH AND REFORM OF THE DEPARTMENT

man and veteran investigator, who organized the department's first and only glee club. The group won the sobriquet "Police Warblers" and gained popularity in the community. There were so many requests for public appearances that it became necessary to disband the group after a brief career because of the demands upon the time of its members. "Big Bill" Hall was also one of the passengers riding in the first detective squad car on the day of its last run. After many years of faithful service, the old machine came to an inglorious end with a burned out motor on a cold afternoon in January of 1926 while seven detectives were rushing to the scene of a shooting in South Providence. They were somewhat red-faced when they had to abandon the car in the middle of Prairie Ave. and climb aboard the back end of an old patrol wagon sent to their rescue. (History does not record whether the red faces were caused by the frigid weather or their frantic efforts to get to the crime scene!) Next morning the detectives were astonished to find that a new car had been delivered! They were even more amazed to find that it was an open touring model equipped with a winter top, but no side pieces! It was explained that someone had decided a closed sedan was an impractical vehicle for police work because of window glass which could be broken by unruly prisoners or shattered in running gun-fights. The detectives had other ideas about the value of having an open touring car, especially when having to ride in it on an emergency run in the middle of a winter night after getting out of a warm bed in the police dormitory!

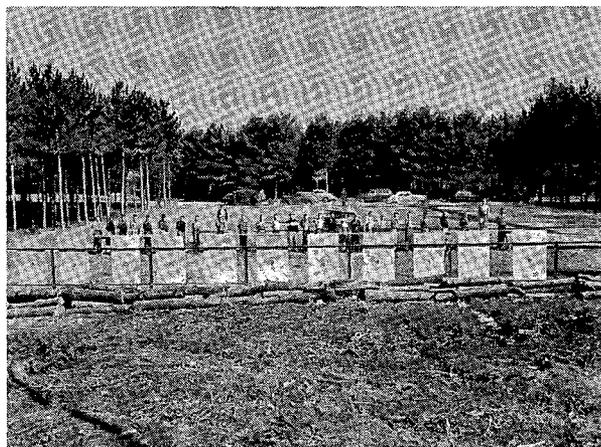
Police and fire department boxing and wrestling teams of the '30s sparked great interest in this community. Few veterans of police service will ever forget the night of May 3, 1932 when police boxers and wrestlers won the Safety Board's trophy before 5,000 howling fans at Rhode Island Auditorium. Going into the final two events, the contests were tied in points until Patrolman "Paddy" Dolan decisioned "Henny" Lyons of Ladder 1 in the heavyweight boxing match, and Patrolman Arthur Dunn won the heavyweight grapple over Jack Drury, also from Ladder 1, which broke the tie.

"Efficient police make a city of peace." This trite but true phrase was coined by an unknown department essayist in 1926 and became the unofficial slogan of the

force for a number of years. For a short time it appeared on the mast of the department "newspaper", the manifold published daily by the Detective Bureau since the turn of the century, which gives a brief resume of crimes committed in Providence for a previous 24-hour period. There exists but one record to show that the style of the daily manifold was ever varied — that occurred on Washington's Birthday in 1923 when Patrolman Edward J. Murphy produced an edition bearing a front page drawing of the foremost American. The edition was sold out almost before the police day started!

Perhaps one of the most unique and amazing orders ever issued in the history of the police department came during the 1923 police training school when members were instructed to eliminate the words "lady" and "gentleman" from their vocabulary when referring to defendants in court. Deputy Superintendent John T. Maguire, directing the school, explained the ludicrous use of these terms by police in the courtroom. "It very nearly upsets the decorum of the court to hear this sort of introduction for the defendant and then listen to the policeman recite a list of such unladylike or ungentlemanly acts as fighting, crap-shooting, brawling, reveling, selling moonshine, wife-beating, husband-beating or other more serious crimes for which the prisoner previously had been convicted."

In the late '20s and early '30s members of the department took firearms practice at a sand bank near



Pistol Range, Scituate Reservoir

PROVIDENCE POLICE DEPARTMENT

Field's Point off New York Ave. In 1933 a pistol range was built at the old city reservoir in the Sockanosset section of Cranston. During World War II it was used as a site for testing the armor plate which went into the ships being built at Walsh-Kaiser Shipyard. When the property was disposed of by the city in 1948, a more modern range was built at the city-owned Scituate Reservoir. The trophy room at police headquarters presents much evidence of the skill of those members who over the years have made up the complements of outstanding department pistol teams, particularly those

of the '30s and '40s who became renowned throughout the East by their success in competitive matches with other law enforcement agencies from all parts of the country. A byproduct of the department emphasis on the development of skill in the handling of firearms was the creation of the Providence Police Revolver and Pistol Association comprised of active members of the force. The main purpose of this organization was social and each year the Revolver Association sponsored a large clambake and field day activities for all members and their families at the Sockanosset Range.

Chapter 3

METAMORPHOSIS IN MODERN ERA

AS WAR VETERANS began returning to the department late in 1945, drastic police reforms were initiated by the force in an effort to more effectively combat the rise in the city's crime rate which had started its climb during the war years. A sharp departure was made from organizational and operational procedures and techniques which dominated the law enforcement era in the period between World War I and the second world struggle.

Reorganization and Movement Toward Professionalism

Part of the groundwork for the 1945 reorganization and modernization program of the Providence Police Department after the war was instituted by Bruce Smith, a nationally known police administration expert hired by the city. All changes made during this time and in the later reorganization processes of the '60s were aimed at clarifying lines of responsibility and to bring related activities under common direction; thus, enabling better administrative supervision and control. Principal changes in 1945-46 were: the granting of unprecedented powers to the chief of police for the appointment, promotion and transfer of personnel; the creation of a new division to handle personnel and training matters; the establishment of the Division of Women and Juveniles which replaced the School Safety Squad; the appointment of a director of records and communications and the establishment of a communication control center to receive and process all original complaints; and the appointment of a director of traffic to command the reactivated Traffic Division which had been closed by manpower shortage during the war. Patrol post boundary lines were changed for tighter coverage by uniformed officers; policemen were no longer permitted to hold outside employment; and



First Post-War Recruit Class

some changes were effected in the organization of the Detective Division.

A salient problem facing the department after the war was the recruiting of new officers to restore the authorized personnel strength of the force that had shrunk to 410. Out of the hundreds of war veterans who applied for admittance to the first recruit school of



Second Sergeants' Class

PROVIDENCE POLICE DEPARTMENT

the current era, 20 were selected and began their studies in the new training center located in Precinct 4 on Potters Ave. Miss Dolores M. Duggan, first policewoman to be granted arrest power, was trained with this class.

The rebuilding of the department in the post-war period was marked by the departure from long-established promotional procedures. The new promotional system, based upon competitive examinations, was put to the test early in 1946 when more than 100 members seeking advancement to sergeant and lieutenant sat down to a competitive written examination at Central High School. The top 22 candidates won a place in the first promotional school in department history. Since that time a total of 16 promotional schools have been conducted within the department.

Fifteen years after the initial move toward consolidation of police precincts in Providence the idea was revived in 1948 to promote better efficiency and economy. Chief Charles A. Higgins directed the closing of three of the remaining stations. The area covered by Precincts 3, 5 and 6 was divided among the three stations kept open. They were the Central Station at headquarters, Precinct 2 on Chad Brown St., and former Precinct 4 on Potters Ave. redesignated Precinct 3. The Bureau of Police and Fire, in approving the move, reported that redistricting of personnel and realignment of precinct boundary lines would afford the city better protection at lower costs. Final stages of centralization took place in 1953 with the closing of the last two stations, Precincts 2 and 3. Thus, exactly 100 years after the opening of the five watch houses, Providence once again had all police units concentrated in a single building. The Chad Brown building has been kept open as a police installation, serving as the center of police training and as a supply depot, in addition to being a facility for the department's sub-district roll call station plan.

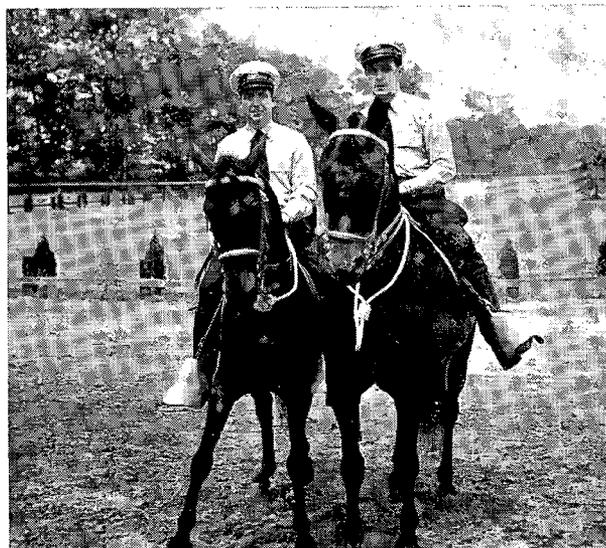
In an effort to expedite police news and information for public dissemination the department instituted a Bureau of Public Relations in 1947, thus becoming the first municipal police force in New England to take this step. One of this bureau's first releases was the announcement of a new type patrol wagon to replace those of 1928 vintage. The wagons were white panel trucks and for the first time in police history the de-

partment had a patrol wagon with a back door for confining "passengers". There is no record to indicate that the prisoners were any less recalcitrant about riding to the station in the new "White Marias"!



New Cruiser and Old "Paddy" Wagon, 1946

Other "firsts" in 1948 was the city's annual \$30 allowance to replace worn police uniform items; the furnishing of the initial uniform to new members; the introduction of FM radios for improved police communications; and the use of the polygraph, better known as the "lie detector". After a number of as-



Horse Patrol, Roger Williams Park, 1948

METAMORPHOSIS IN MODERN ERA

saults in Roger Williams Park by hoodlums, horse patrols were revived and three mounted patrolmen were assigned to cover the park. These patrols, a symbol of the past, lasted only a short time after good mounts became hard to find and the use of horses passed out of the police picture in 1950. The evolution of the official police badge of the department reached its third stage in 1948. After 85 years the old badge, brightened with age by the splendid deeds of hundreds of men who had worn it proudly down through the years, was replaced by another of different design. With the new badge for the police chest came a splash of color on the left sleeve in the form of royal blue service stripes.

Also in 1948, the duties of the Police Signal Service were transferred to the comparable section in the Providence Fire Department. This branch of the police service was one of the oldest, having been created before the turn of the century for the maintenance of the telegraph system. In the past 100 years since the organization of the force, working conditions and benefits for police officers have been steadily improved and brought more into line with those of other career fields. Perhaps one of the biggest strides made in this direction was in 1948 when members began receiving pay for extra work on police details.

In 1951 another change in the State law gave the police and fire departments a new form of public safety administration. The move for the change in the law by the General Assembly was fostered by city officials in an effort to establish a more definite line of responsibility and coordination in the administration of the two public safety forces. The Bureau of Police and Fire was abolished in favor of a single administrator who was given the rank and title of "Commissioner of Public Safety". City Treasurer John B. Dunn was chosen by Mayor Walter H. Reynolds to be the first public safety commissioner. During Commissioner Dunn's term the citizens of Providence got their first look at women in city police uniforms. In order that regular policemen might be relieved of crossing school children and be able to provide more active patrol services, twenty-five women were hired to become school crossing guards on a part-time basis. The value of assigning women to this service became apparent and this squad's



School Crossing Guards, Organized 1951

complement has been increased several times to bring about its present total of 94.

Deputy Chief Warren A. Martin became Chief of Police in October, 1951 and served in that capacity until his retirement in September, 1953. It was during his tenure in 1952 that Providence Lodge No. 3 of the Fraternal Order of Police was established. The F.O.P. is a national association of police officers dedicated to promoting the welfare of policemen. The local lodge now provides liaison between the members of the department and city officials in all matters affecting the welfare of members.

The impact of the Korean War (1950-53) upon the department was slight in comparison with the vexing police problems posed by World Wars I and II. Practically all members appointed to the force between the end of World War II and the Korean War were veterans; consequently, the number of personnel called to military service during the new conflict was slight and the department was able to maintain its effective strength. An important niche in the history of the department justifiably goes to the Providence Police Reserves — "the men behind the men behind the badge". This group was organized during the Korean War (October 21, 1952) by five former Civil Defense Corps workers who kept alive their great interest in police volunteer service in the years after World War II. Their purpose then, as now, was to provide for the training, equipping and maintenance of an organization which

PROVIDENCE POLICE DEPARTMENT

would stand ready for emergency police work at no cost to taxpayers. This has been accomplished and the 12-year history of the Police Reserves is a commendable record of outstanding public service.



Police Reserves, Organized 1952

In 1953 mandatory retirement for policemen of all ranks was fixed at age 65 and had an immediate effect upon a number of veteran officers of the force who were in the so-called "old pension system" pre-dating 1922; later, the same mandatory retirement age was made applicable to all members. The same general order announcing the retirement age for all members disclosed a salary hike which brought a patrolman's pay to \$70 weekly. Later the same year, a new table of organization created the rank of "commander" (equivalent to major), and it was given to the commanding officers of the three primary divisions of the force into which all sub-divisions were placed: the Enforcement Division, Detective Division, and the Auxiliary Service Division. The new designation "commander" abolished the post of "deputy chief" which had not been filled after Warren A. Martin became Chief.

Similar in many respects to the present "C" Squad and not unlike the "Flying Squadron" of prohibition days, was the special anti-vice section created in 1954. Its mission was also the investigation and suppression of gambling, liquor law violations, other forms of vice

and illegal activities. A change in the deployment of the day uniformed patrol force was put into effect the same year and consisted of rotating day patrolmen on a monthly basis from one "beat" to another. This was a throwback to the days of the old watch during the early 19th century. The move was made with the announced purpose of improving efficiency and to enable patrolmen to become familiar with all sections of the city; however, the plan was abandoned when it was found to have an adverse effect on the morale of the men involved. The beat rotating system was followed not long after by a reduction in the work-week from 48 hours to 44 hours, and in June of 1955 it was cut further to the present 40-hour week. Many members could remember how different it was during the Safety Board era and earlier when 90 hours of duty could be expected every week.

Members had just started to enjoy the reduced work week when they were temporarily called upon for many extra hours of duty. Preceded by only a few minutes' warning, hurricane "Carol" swept into Providence August 31, 1954, and once again the city's first line of defense — policemen and firemen — were mobilized for disaster conditions. Local citizens from all walks of life rolled up their sleeves and were making rapid recovery from "Carol's" effects when they suffered another setback at the hands of "Edna", a second tropical storm which struck September 11th. Fortunately, the additional damage was relatively slight and merely served to slow down the recovery process.

The elimination of precinct stations and the assembling of the entire force into the headquarters building resulted in substantial savings in operating costs. Undoubtedly, these savings contributed part of the "ways and means" to grant police and other municipal employees an annual 3-week vacation after ten or more years of service. The following year, 1957, brought members a 5% pay raise upping a patrolman's salary to \$73.25 weekly. During the same year another new police rank was instituted — Detective I — with a salary equal to that of a sergeant. A member was required to undergo competitive examination for appointment to a special training school for detectives to obtain this rank. Only one such school was conducted and consisted of 13 candidates who vied for appoint-

METAMORPHOSIS IN MODERN ERA

ment to the authorized seven positions of Detective I. This grade was abolished three years later. Another word was added to the police vocabulary in 1957 — “Meter Mollie”. In that year twelve women were chosen to become “sisters in uniform” to the school crossing guards and were assigned to the enforcement of parking regulations in the downtown area. The use of women for this work allowed the department to shift a number of policemen to more active police services.

The police department has always been cognizant of the value of advanced training in the more specialized fields of police work and in every decade since 1900 the force has been represented at some prominent law enforcement training school. In the late '50s the number of members sent to such schools was increased with personnel receiving training in all phases of criminal investigation and allied fields, including psychology, human relations, and police-community relations.

John B. Dunn, Commissioner of Public Safety from April 19, 1951, died in office September 10, 1959. He was succeeded by Francis A. Lennon who was appointed to that office by Mayor Walter H. Reynolds, October 13, 1959. Under Commissioner Lennon's administration a number of changes were effected in an effort to professionalize the force. One of the first innovations implemented by the new commissioner in March 1960 was the establishment of a service rating board organized for the purpose of interviewing and rating sergeants applying for admission to the department's promotional school for lieutenants. Comprised of department superior officers, the board performed a function formerly handled by police officers from other police departments selected for this purpose. Another dimension was added to the police patrols of Providence in the same year when the Canine Corps was inaugurated. The department became the first municipal police force in New England to use trained dogs for modern patrol work. Policeman-dog teams were assigned specially-outfitted station wagons for mobile patrol and responding to emergency radio calls whenever the use of these highly trained dogs could give the police a tactical advantage. Other canine units patrolled on foot, a method of patrol found to be very effective in repressing criminal activity, particularly

breaking and entering in isolated areas. The Canine Corps continues its important role in the ranks of the city's crime fighters.

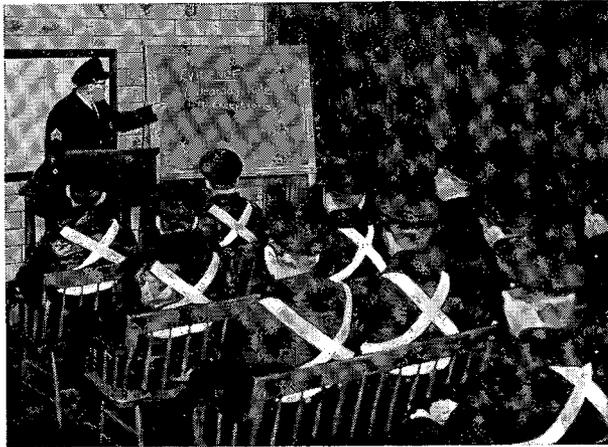


Canine Patrol

In order to provide a measure of relief of certain congested conditions at headquarters where all members had to report for roll call before going out on patrol, the department instituted the present district roll call plan. Under the plan, and with the cooperation of the Providence School Department, police began using school rooms for district roll calls to bring patrol units closer to their assigned posts during the roll call period. The plan alleviated much of the congestion at headquarters and fostered faster police service in outlying districts. The first district roll call station opened May 12, 1960 at the South Providence Elementary School at Blackstone and Gay Sts. A few months later the second started at the Police Academy on Chad Brown St., and then the third district sub-station at Hope High School.

The roll call district plan signalled the beginning of probably the most sweeping reorganization plan ever adopted in the history of the force. The consolidation and alignment of various existing units, coupled with the creation of new bureaus and some redeployment of personnel, was designed to improve the quality of police service with a minimum of manpower. Some of the changes in the department in the next four years were occasioned by the constantly changing profile of

PROVIDENCE POLICE DEPARTMENT



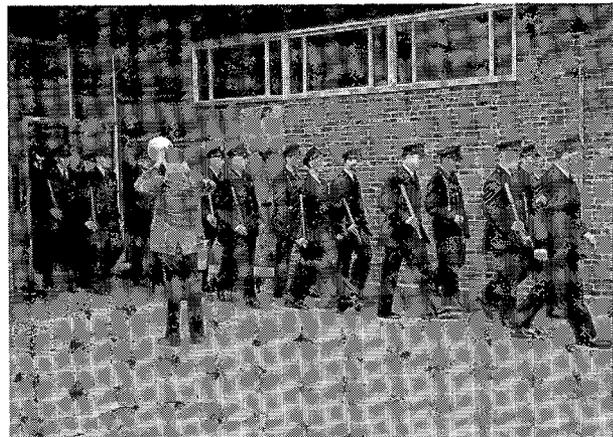
Leaving Sub-Station 1, 1960

Providence caused by ambitious urban renewal and freeway construction programs. The "new frontier" of the police department provided a span of control that permitted the organization to function under three major groups: the Administrative, Enforcement and Service Divisions. An examination and evaluation of every phase of police operations was undertaken for the first time with the establishment of the Bureau of Planning and Research. Analysis of crime patterns in the city and the effectiveness of the existing patrol system showed the need for revising "beat" outlines to provide better coverage in problem areas. In past years there was seldom any altering of post boundary lines and old-time policemen prided themselves in having the same "beat" for many years, changes taking place only when a precinct was opened, closed or integrated with another.

The patrol plan put into operation in 1961 embodied the use of the Canine Corps and another tactical line outfit organized within the Patrol Bureau — the "Task Force". Consisting of ten selected uniformed officers, this unit was deployed to augment regular patrols in areas revealing a high incidence of crime. Providence was one of the first cities in the East to have such tactical police patrols. The License Enforcement Bureau of the past decade was replaced by the "C" Squad and made directly responsible to the Chief of Police. The work of the Detective Bureau and "C" Squad is facilitated by police intelligence information supplied by the

files of the next unit to be formed in the current era — the Bureau of Intelligence. This unit was given the mission of setting up a clearing house for information concerning the activities of known criminals and to act as a repository for the field interrogation reports, the newest device for the detection of criminal offenders or potential offenders. All uniformed members of the department assigned to field patrol work are required to execute these reports whenever they encounter suspicious persons. Field interrogation reports are culled for such data as associates of known criminals, their haunts and habits, the identity of their automobiles, etc. Other units started during 1960-61 were the Bureau of Personnel and Public Relations, the Property Management Bureau, and the office of the Department Inspector. In an effort to raise the competence of members and to broaden their base of police knowledge, an in-service roll call training program was instituted. Training sessions, brief instruction periods immediately before roll call, serve to keep personnel advised of the latest developments in police law enforcement and are also used to present refresher courses. The effectiveness of the reorganization plan may be seen in the reduced crime rate for 1961.

As a result of normal attrition in the late '50s and in 1960, the personnel strength of the department dropped well below the 500 figure. For the first time since World War II, the force faced difficulties in recruiting qualified replacements. It was during this period that members were once again authorized to accept



Roll Call Training

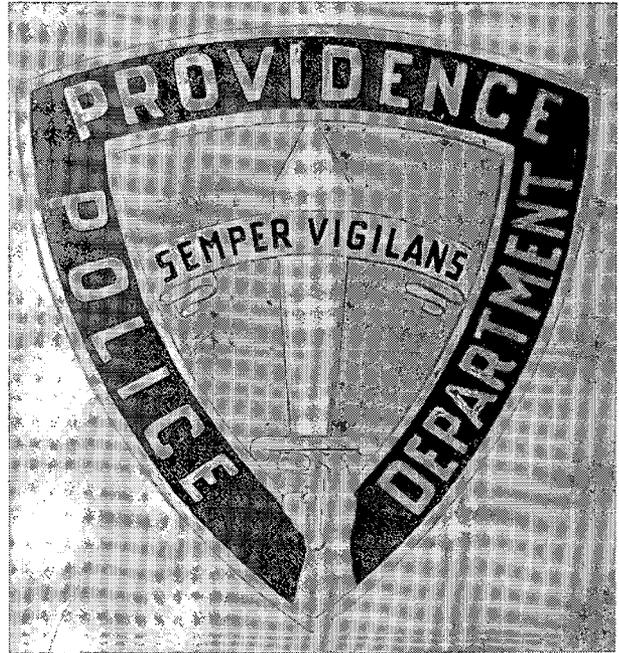
METAMORPHOSIS IN MODERN ERA

outside employment while off duty, subject to restrictions concerning the type of work, the number of hours, and other conditions.

It has been shown in this historical outline that during the colonial days of Providence, crime was a community problem with each colonist being responsible for the enforcement of law and order. The need for support and cooperation of every citizen in the department's fight against crime has not diminished with the passing of time. Through the years many civic-minded individuals or organizations have actively aided the police in the performance of their sworn duties. One such organization was Commissioner Lennon's "Citizens' Advisory Committee" comprised of outstanding representatives of religious, business and professional fields who acted as advisors to the commissioner in matters concerning police-community relations.

Civilian and military attire at the present time bear little resemblance to that worn a hundred years ago, and while the evolution of the police uniform has been somewhat slow regarding any drastic changes in style, the present Providence police uniform is in keeping with the most modern styles. Recent additions to the uniform have been the white uniform shirt, name plates, miniature collar rank insigne for superior officers, and fur-lined leather hats during cold-weather periods.

One of the most controversial measures ever adopted by the department was the traffic summons introduced in May, 1961 that has been popularly called the "no fix ticket". Critics of the measure felt that the on-the-spot summons precluded possibility of a review or evaluation of the circumstances surrounding moving traffic violations by the arresting officer's commanding officer. Another regulation which had direct effect upon motorists and the police was the announcement of a plan for handling traffic and parking during winter storm periods. Under the city's plan, main highways were designated "snow routes" and the public was kept informed of the times when parking restrictions would be imposed for such routes and areas to facilitate better snow removal operations by city work crews. Regulations promulgated at the time provided stiff fines for parking violations during storm periods and authorized the towing of vehicles interfering with snow removal



Shoulder Patch Adopted 1963

work. The nerve center for snow storm operations is the Storm Control Center established at police headquarters in the communications center; here the work of police, city public works department crews and those of public utility companies is coordinated for better and faster service to the community.

Executive officers of the department throughout the last 100 years have been known by various titles and ranks — marshal, superintendent, chief, and now — "colonel". The first to bear the new title was Walter E. Stone on June 29, 1961 when he was named "Colonel and Chief of Police". His report for 1962 shows that while the percentage of crime reduction for that year did not reflect spectacular decrease over 1961, it nevertheless revealed that Providence continued to reverse the upward trend in the nation's crime rate for the second straight year. In the closing months of 1962, however, the local crime rate began to rise and continued upward into 1963.

Members of a modern police department must be prepared and on ready alert for any emergency involv-

PROVIDENCE POLICE DEPARTMENT

ing threat to the life, property, peace or dignity of the community. Pursuant to these principles, the Providence Police Security Company was organized in 1961 and developed further in 1962 to act as a trained reserve unit able to mobilize quickly in the event of a hurricane, other catastrophe, civil disturbance or such other times when unusual demands are placed upon the police. The security force is somewhat reminiscent of the "Police Emergency Battalion" of a past era.



Delivery of Armored Car, 1964

In 1960-61-62 steps were taken to better the "policeman's lot". Salaries were increased, raising the first-grade patrolman's pay to \$100.72 weekly; the number of paid holidays for members was increased to seven per year; the clothing allowance was upped to \$90 annually; there was liberalization of sick and injury benefits; detectives and "C" Squad men were granted a 6% pay increment; the rates for extra details by police were hiked; compensatory time off was given for any court appearance; and the city raised its payment of hospital and physicians' service plan premiums to provide increased coverage for members. In addition to providing for the material welfare of members, the department established a modern police library at the Police Academy to provide for the intellectual needs of police officers and to broaden their professional knowledge.

Forty-six

Commander Howard A. Franklin, head of the Administrative Staff Division, was promoted to Colonel and Chief of Police January 2, 1963. Shortly after that time a bill was introduced in the General Assembly and later enacted into law to become what is known as the "Policemen's Arbitration Act". This law established the right of police officers of the State "to organize, to be represented by an organization of their choice, and the right to bargain collectively concerning wages, rate of pay, and other terms or conditions of employment". The law provided a method of arbitrating disputes between policemen and the city or town government. Department members selected the F.O.P. as their bargaining agent in accordance with the law.

In 1963 the national spotlight again focused on gambling and other illegal enterprises of criminals and crime organizations. The department that year compiled an enviable record for carrying out hard-hitting attacks on gambling operations in the city and gambling arrests jumped 76% over the previous year. In February of the same year the basic patrol system established in 1961 again came under scrutiny and some changes were made in "beat" boundary lines. Colonel Franklin also established a commendation board within the department with the function and responsibility of evaluating commendatory acts of police officers and recommending appropriate awards. The 99th annual report of the department covering 1963 activities also shows that patrol units answered over 52,000 calls for service, exclusive of minor incidents which do not require written reports. While the demand for service increased, the personnel strength of the force diminished to a total of 460 officers and men, the lowest in over 20 years. Despite this situation the department employed its resources to the utmost and scored a record-breaking 38% clearance rate for all major crimes which was well above the national average.

During this period the trend toward professionalization of the police service in this country was highly accelerated. Providence gradually assumed a position among the leading police departments who have pioneered this movement. Police representatives have come to the city to study police operations from distant lands of Ethiopia, Tunisia, Bolivia, Lebanon and

CENTENNIAL ISSUE

METAMORPHOSIS IN MODERN ERA

Japan, as well as police officers from many parts of New England and other sections of the United States.

A half-century after the department began combating the traffic problem caused by the automobile age, statistics show that in 1963 the 75-man Traffic Bureau issued over 13,000 citations for moving violations and investigated almost 6,000 accidents created by more than 69,000 motor vehicles registered in the City of Providence that year, and the additional thousands entering and leaving the community every day.

The end of the first century of development of the Providence Police Department was marked by the signing of a contract between police officers and the city government which provided for collective bargaining. The contract was negotiated by representatives of the Fraternal Order of Police and Mayor Reynolds. A raise in salary, bringing a patrolman's pay to the current figure of \$106.58 weekly, was one outstanding benefit accruing to police officers through this action. Other benefits were: the raising from 6% to 8% in the pay increment for detectives and members of the "C" Squad; an increase in the annual clothing allowance to \$105 for all members except motorcycle officers who got \$155; the addition of one more paid holiday per year; compensation for time spent in court; overtime pay; an increase in fees for paid extra details; and the establishment of a minimum four-hour call back pay scale for members called back to duty in an emergency.

Commissioner Lennon's tenure ended the last week of 1964 when Mayor-Elect Joseph A. Doorley, Jr. appointed Assistant City Solicitor Harry Goldstein to the

post. The new commissioner is no stranger to the working of the police department, having been closely associated with police for fifteen years in his capacity as prosecutor and legal advisor to the department.

Prospective

America today is experiencing vast social change in the application and concepts of law enforcement as it relates to human freedom and due process of law. Recent decisions of the United States Supreme Court are revolutionizing long-standing police procedures. In keeping with the changes, law enforcement agents throughout the country are in the process of altering their mental attitudes and broadening their methods of approach toward prosecution of offenders. There is a greater awareness of the value of scientific investigation, professional training and ethics. This department is striving to keep abreast of the constantly changing law enforcement picture by increased emphasis on personnel professionalization through higher standards of recruitment, in-service training programs, university-level police education, processes for advancement on a merit basis, by fostering a greater esprit de corps, and by cultivating in police officers a better understanding of human relations and values. As the need for adjustment in law enforcement occurs within the social change, the administration of this department will continue to make every effort to meet the change by whatever means might be required to bring about the necessary adjustment. To be equal to the task of protecting the fundamental rights, dignity and liberty of all in the community, the police department will need the full cooperation of all the citizens of Providence in the ensuing years.

PROVIDENCE POLICE DEPARTMENT
HEADQUARTERS
209 FOUNTAIN ST. PROVIDENCE 3, R. I.

Colonel Howard A. Franklin
CHIEF OF POLICE

Honorable Harry Goldstein
Commissioner of Public Safety
City of Providence, Rhode Island

Dear Sir:

The preceding pages provide tracings of the history of the Providence Police Department and show that with the social progress of this city and with the advances in science, business, industry and other fields, members of the force met each challenge presented by such change.

It is apparent that a premium has always been placed upon developing new and better ways of serving law enforcement needs of the community — and so it was in our 100th year as the department continued to cope with problems of ever-increasing complexity by keeping pace with new trends in law enforcement and by pioneering new methods. The following narration, statistics and graphic presentations portray the service the department was called upon to render during 1964.

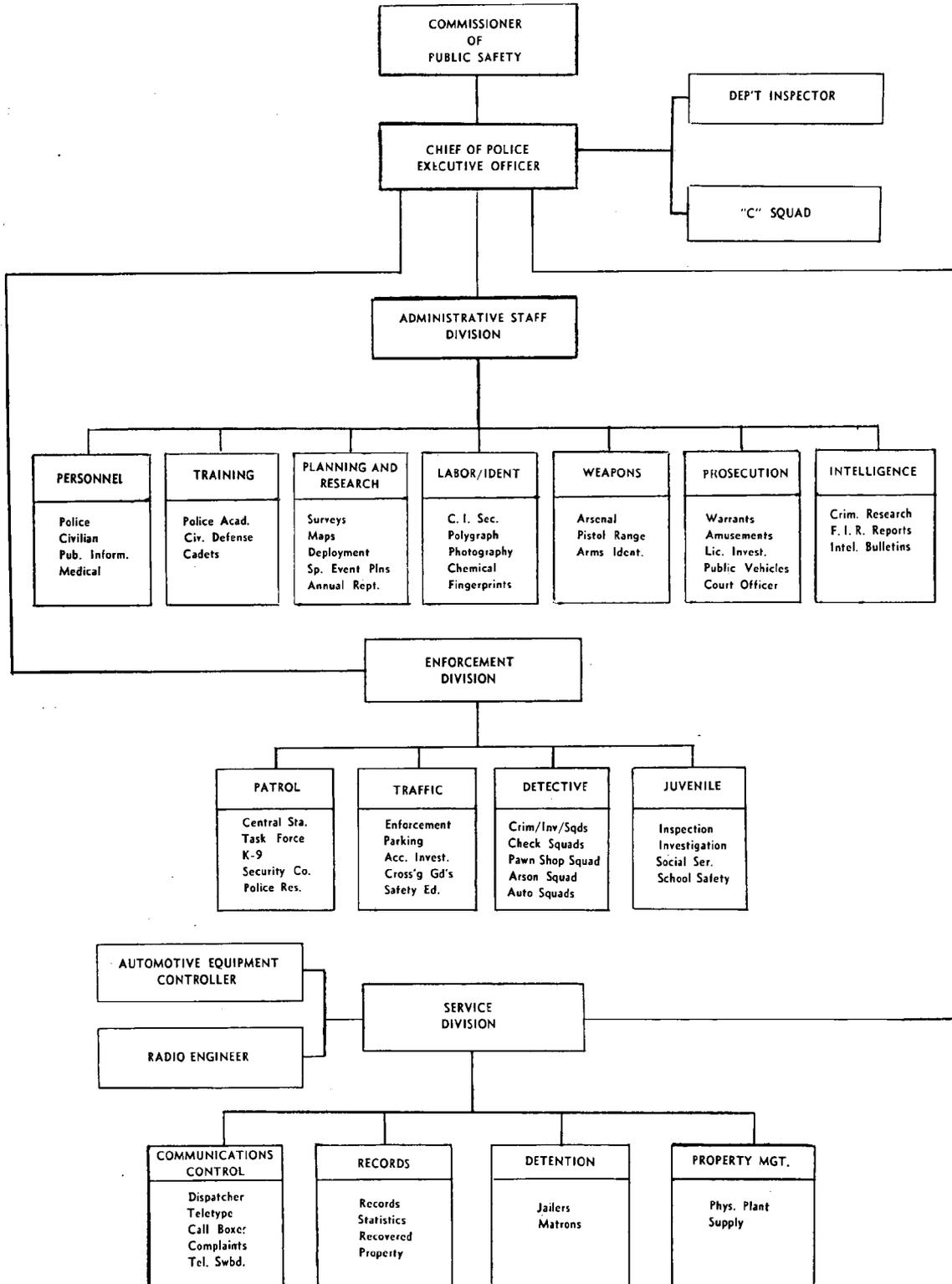
While changes during the past 100 years have been dramatic, we have by no means reached perfection and much remains to be done. Performance must be improved and imagination and resourcefulness must be employed in developing still better ways of accomplishing the police mission. I am confident that under your leadership as Commissioner of Public Safety, and with the support of all the citizens of this community, the Providence Police Department will continue to function with integrity and efficiency in protecting the life, property and dignity of all.

Respectfully submitted,
HOWARD A. FRANKLIN
Colonel
Chief of Police

HAF/lt

**1964 ANNUAL
REPORT**

ORGANIZATION CHART
PROVIDENCE POLICE DEPARTMENT



1964 DEPARTMENT ACTIVITIES

Bureau of Personnel and Public Relations

The somber outlook afforded by the discrepancy between the growing manpower needs of the department and the scarcity of better qualified police applicants improved only slightly in the past year when 21 new members were appointed and 15 active policemen were separated from the service through normal attrition. At the end of 1964, personnel strength stood at 463 superior officers and patrolmen, 73 full-time civilian employees, and 164 part-time employees. Aside from supervising recruitment processes last year, this bureau handled all matters affecting appointments, separations, inspections, complaints, disciplinary action, promotions, commendations and matters concerning the health or welfare of police and civilian employees. The personnel director served as an ex-officio member on all commendation and promotional boards and as prosecuting officer at all disciplinary hearings conducted within the department. Cooperation between the public and police means better law enforcement and more effective crime prevention in the community. Except in obvious security matters, the Providence Police Department has no secrets and welcomes every opportunity to bring the "police story" to the public through the preparation and distribution of press releases to the mass media which cover a wide range of department activities. In other areas of the police-public relations program, this bureau arranged and provided for the presentation of 57 demonstrations by the Canine Corps and for a large number of lectures and discussions by department armorers, detectives, policewomen, training and planning officers and other personnel. The bureau director gave 48 lectures on the narcotics menace and other law enforcement subjects, planned the programs for the formal celebration of 1964 National Police Week, and arranged tours of police headquarters and other department installations during the year.

Bureau of Training

The complexities of modern police training can be accomplished more successfully through training methods

and techniques provided by a modern police academy which has as its objective a sound and broad base of police education. That the Providence Police Academy performs this mission is illustrated by its 1964 activities. Two schools for recruits and one lieutenants' promotional class were conducted; two refresher training courses were held for the department's "Security Company" and a special course of instruction in radiological monitoring for superior officers was given with the cooperation of the Providence Fire Department. An instruction course was prepared and presented to members of the Rhode Island Department of Probation and Parole; and the Academy's facilities were made available to the F.B.I. and Registry of Motor Vehicles who conducted special schools for representatives of police departments throughout this area. Moreover, the training staff prepared and issued training material covering five police subjects for use in roll call training sessions. The director of training and/or his assistant attended police seminars at Lafayette College in Pennsylvania, the local Naval Reserve Center, and served as lecturers and consultants at a special school conducted by the F.B.I. in Boston. The training staff became liaison officers between the police department and the American Red Cross and Providence Civil Defense organizations. New training equipment added to the facilities of the Academy last year included additions to the police library, the purchase of new films and other visual training aids, a new electric mimeograph machine, new gas masks with electronic voice packs, and gymnasium apparatus to replace worn-out pieces.

Bureau of Planning and Research

Working in close contact with the chief of police and commanding officers, the planning and research staff has presided over the germination of ideas, the development of plans, and the steps necessary for their implementation. In the past year this staff undertook a total of 64 separate projects covering various phases of the police service which resulted in recommendations for certain revisions of long-standing procedures. In addition, plans for the policing of all major public events and happenings in Providence were also drawn

PROVIDENCE POLICE DEPARTMENT

by this bureau. By the very nature of its prominence in Southern New England, the City of Providence serves as the site for many special events each year. In 1964 the community was honored by the visit of President Lyndon B. Johnson and by the 3-day stay of the "N.S. Savannah", America's first nuclear-powered merchant ship. Both of these events, coupled with the November national election, and others of lesser magnitude, created a demand for extra police services that were extremely burdensome and required herculean effort on the part of personnel of every bureau and unit in carrying out plans made for traffic control, personnel deployment, crowd control and security. Probably the most ambitious and demanding project accomplished in 1964 by this bureau was the complete revision and publication of the Manual of Regulations which governs the department, the first such revision in published form in 22 years.

Bureau of Intelligence

Because of the size of the city it serves, this department must be especially efficient in the systematic collection, analysis, and storage of the vast amount of information which comes into its hand — including reports on crimes, fingerprints and photographs. Another important tool in solving past, present and future crimes is the "field interrogation report" which permits a flow of information through the department regarding known criminals and their associates, their haunts, habits and automobiles used by them. Reports also come in on lesser criminals, potential offenders and suspicious persons and are culled by this bureau; the information gained is shared with detectives and members of the "C" Squad assigned to case investigations. 33,273 field reports were turned in last year by beat officers and special patrol units for processing and storage in the Intelligence unit.

Patrol Bureau

The blue-uniformed patrolman, the first link of personal contact between the police department and the public, carries with him a monumental trust and responsibility. Most everyone in the City of Providence

has either been aided by a policeman or has witnessed the "man in blue" helping some other citizen. More often than not, the man in uniform in the public eye will be one of the 259 officers and men of the Patrol Bureau, the largest segment of the force. The diversity of duties performed by the members of this bureau establishes it as the mainstay of the entire department. While other units relieve the police officer of duties that specialized personnel can more efficiently perform, it is the "man on the beat" who must accomplish the police task on each patrol post. In the past year the men of this bureau handled the bulk of more than 58,000 demands for service made upon the police. The regular patrol strength of this uniformed force was augmented by the Canine Corps and Task Force, two specialized units of the Patrol Bureau. In 1964 personnel of this bureau accounted for more than 27,000 field interrogation reports and took into custody almost 3,000 persons for further investigation. Members of the Canine Corps, acting in a public relations capacity, presented 57 demonstrations depicting the abilities of the highly-trained man-dog teams which were witnessed by an estimated 20,000 people. Last year's development of the Downtown Pedestrian Mall has resulted in increased responsibility for this bureau and new patrol posts were instituted in the area to give it closer supervision. The formidable task of revising and updating the business address file was completed by members of this bureau last year. This file contains the vital information that enables the police department to quickly contact the proprietors of thousands of business establishments in Providence whenever an emergency arises that affects their premises. A highlight of the past year was the marked increase in the number of departmental commendations awarded to the members of the Patrol Bureau for outstanding police work.

Traffic Bureau

A comparison of traffic accident statistics for Providence in 1964 and the previous year shows an increase paralleling the national rise in all types of highway accident mishaps. Locally, in 1963, there were 786 personal injury accidents, 13 fatalities, and 4,801 property damage accidents. Last year, 1,033 personal injury accidents were recorded, 5,577 property damage ac-

1964 DEPARTMENT ACTIVITIES

cidents, and 22 persons lost their lives on city streets. The year 1964 also saw substantial changes take place in local traffic patterns which emerged with the completion of each new section of Interstate Route 95 along the perimeter of the downtown area. There is some evidence to indicate that part of the increase in the city's accident rate during the past twelve months can be attributed to these changing patterns of highway travel which were not entirely familiar to the thousands of motorists who took advantage of the new highway system. The department is confident that a reduction in the number of accidents will come about as local driving habits are altered. An intensive year-long drive was maintained by the Traffic Bureau in an effort to stem the rising accident tide last year when 15,450 moving violations were cited by traffic men compared to 13,522 in 1963. In areas where intermittent but concentrated enforcement activity was needed, special traffic details maintained sustained patrols. Parking violations were not overlooked during the drive and traffic personnel issued 58,502 parking tags. The three-wheel motorcycle squad of this bureau set the pace for traffic safety by winning the first place award in the National Police Fleet Safety Contest sponsored by the National Safety Council in 1964.

Detective Bureau

Perhaps in no other unit of the police department are the crime statistics contained in this report so directly related to the output of personnel as they are with the 43 members of the Detective Bureau. Like cities throughout the country, Providence also experienced an increase in crime last year; however, the incidence of serious crimes in this city still remained lower than that of most cities of comparable size. It is most encouraging to note that again in 1964 the local clearance rate for serious crimes surpassed the national average. The image of a detective in the mind of the average citizen closely resembles the TV portrayal of super-humans whose mysterious powers of observation and deduction permit them to solve baffling cases within 30 minutes. Nothing could be further from the true picture of the average police detective who accomplishes his mission by countless hours of routine legwork and interviews to gather the evidence that will

solve the crime. Only a real policeman can derive satisfaction from such cold statistics as those of 1964 showing that the department cleared over 43% of the reported burglaries in Providence, 54% of the robberies, and 83% of the rape cases. The total clearance rate for all major offenses last year was 35.3%, more than 10% above the national average.

Juvenile Bureau

According to the number of arrests made during the year 1964, it is discouraging for the police department to report that juveniles continue to be responsible for a disproportionate number of Part I offenses committed in Providence. An analysis of the total number of arrests reflects that persons under the age of 18 accounted for slightly over 50% of the Part I offenses. As in previous years, juveniles were involved in crimes against property in greater numbers than in crimes against persons, and were particularly active in larcenies from automobiles; thefts of auto accessories; driving off automobiles; and breaking and entering buildings. The complete picture of criminal behavior by juveniles in the community indicates that 2,665 were taken into custody by police with 1,416 juveniles being referred to the Family Court for further action. Personnel of the Juvenile Bureau arrested 78 adults who were charged with various offenses against the family or with contributing to juvenile delinquency. After initial investigation by this bureau, 42 cases involving neglect of children were referred to various social agencies. Apart from their regular law enforcement duties, personnel visited every elementary school in the city at least three times during the school year to give safety talks. The men and women of the bureau also lectured before a number of civic organizations concerning their duties and juvenile delinquency problems. This bureau established close liaison with the Providence Youth Progress Board, Inc. and its successor, Progress for Providence, Inc., in an effort to develop a comprehensive program for the prevention of juvenile delinquency. The research unit of Progress for Providence, Inc. was materially assisted by data made available from the files of this bureau to assist this organization in its vital job of drawing plans for aiding the youth of the city.

Bureau of Prosecution

As a clerical process, the personnel of this bureau in 1964 completed 46,763 complaint and warrant forms, dispatched a comparable amount of legal correspondence consistent with these forms, and handled 4,798 license applications. The investigative process of the bureau consisted of follow-up techniques applied to delinquent defendants who failed to appear in either the Sixth District Court or Providence Police Court with the result that of the 4,121 defendants summoned, only .94 of a percent of out-of-state defendants and .09 of a percent of Rhode Island residents remain on file as delinquents for the year 1964. A total of 589 persons were picked up on summonses for Police Court action and 573 of these were granted special arraignments. In addition, 55 liquor license holders and 16 hackney carriage operators were referred to the Providence Bureau of Licenses for disciplinary action following violations of license regulations. The director of this bureau also serves as amusement inspector and last year he viewed 19 motion pictures and read and passed upon 9 stage play scripts. One remonstrance petition was investigated which resulted in the sustainment of a legal remonstrance. The need for interaction of clerical and investigative processes available within the assigned activities of this bureau is of prime value, since its degree of performance has direct relationship with the unfunctional goal of the entire police department administration — efficient public safety for the City of Providence.

Communications Control Center

GAspee 1-3121 is probably one of the most frequently used telephone numbers in the City of Providence. By calling this number a citizen is in direct contact with the Communications Control Center on the 4th floor at police headquarters. The citizen's call can trigger a chain of action which will bring the full resources of the department to his assistance. Swift police service is guaranteed by the functions of this bureau which is the dispatching and receiving base for

Fifty-four

all communications via telephone, teletype, police telegraph, radio and protective holdup and burglar alarm systems. A direct inter-communicating radio network links it with the police of surrounding cities and towns and thus brings to bear the full police power against any threat to the public safety of the community. In 1964 the personnel of this bureau handled almost 900 radio broadcasts daily, issued 58,212 telephone complaint forms for police reports by investigative and patrol units, approximately 40,000 teletype messages, and processed over a quarter of a million police telegraph calls made from call boxes by field personnel. The communications section also supervises the facilities of the emergency police equipment supply room and handles the daily disbursement and service of portable radio units used for field patrol work.

"C" Squad

Members of this squad continued an attack on vice operations in Providence last year and combined ingenuity and skill to take full advantage of every opportunity or device in order to thwart the cunning of vice offenders. The summary of arrests reflect part of the full activities of the squad for the year: members arrested 306 men and women who were subsequently charged with having committed 429 offenses involving gambling, narcotics, prostitution, liquor law violations and miscellaneous offenses. In 1963, comparable totals were 250 subjects arrested who were charged with 300 offenses. Last year a total of 41 liquor license holders were referred to the Providence Bureau of Licenses for disciplinary action for committing or allowing violations of the law to take place on their premises. During the year the "C" Squad received valuable assistance from the State Food and Drug Division, the Office of the United States Marshal, the Federal District Attorney, and from other State and Federal law enforcement officials.

Service Division

The average citizen generally is aware of the important functions of the various bureaus which make up the Enforcement and Administrative Staff Divisions

within the structure and mission of the police department; but usually he is less familiar with the auxiliary units of the Service Division whose methods and facilities provide the vital support necessary to the successful operations of the other branches of the service. One needs little imagination to visualize the chaotic crime conditions which would exist in a city having no facilities for the confinement of its criminal element, or whose police department tried to function without dependable transportation, swift communications, adequate weapons, concise record-keeping, or crime and identification laboratory services.

Bureau of Records

The 1964 records intake of the central records section was 58,212, a 10% increase over in-coming police reports for the previous year. All reports were indexed, IBM-coded and processed to provide the statistical summary appearing in the consolidated daily crime report and in the monthly and annual reports for the Uniform Crime Reports section of the F.B.I. in Washington. The accident prevention unit of the bureau compiled the accident data appearing in other sections of this report and forwarded traffic statistics and traffic law enforcement records to the City Traffic Engineering Department and the National Safety Council. In addition to processing department records and reports, this unit has the function of administering the recovered property and the evidence storage section which handled over 2,500 different items coming into the possession of the police last year. Another important service to the public was the furnishing of photo-copied police reports to authorized persons, a service which netted the city \$7,653 in the past year.

Laboratory/Identification Bureau

This unit of the Staff Division discharges the duty of collecting, identifying, preserving, packaging and transporting significant evidence pertaining to crimes reported to the police. The staff is responsible for fingerprinting and photography and other types of scientific

examinations vital to proficient criminal investigations. The bureau's files reflect the criminal history of the city back as far as 1903 when the Bertillon system for identifying criminals was adopted. In 1964 bureau personnel processed 607 crime scenes for latent fingerprints and photographed 362 crime and accident scenes. 3,798 sets of fingerprints were taken from prisoners and over 12,000 record checks conducted for other police departments and government agencies. The staff processed 4,798 license applications covering all types issued by the Providence License Bureau last year, and the department polygraph examiner administered a total of 72 polygraph tests at the request of detectives; also, the staff was able to accomplish 35 laundry mark identifications in 1964 from the bureau's laundry mark file.

Weapons Bureau

The primary function of the Weapons Bureau is to provide for the training and qualification of all members of the force in the safe-handling and use of firearms; the inspection, repair and upkeep of all weapons; the maintenance of the police arsenal and the identification of firearms used or otherwise involved in criminal actions. Pursuant to this mission, last year the bureau was called upon for technical assistance in 161 cases involving firearms, ammunition or explosives. In addition to qualifying members of the department in the use of firearms at the department indoor and outdoor pistol ranges, similar services were rendered 105 holders of, or applicants for, pistol permits who, like police officers, must qualify under the State firearms law. The results of the 1964 firearms qualification test showed that members of the department again scored well with 29% in the expert class, 36% as sharpshooters, and 35% as marksmen. During the qualification test period all members were instructed in the use of the riot and tear gas guns, gas grenades, and effective tear gas tactics.

Detention Bureau

During the past year jailors and matrons of this bureau provided for the welfare, security and confine-

PROVIDENCE POLICE DEPARTMENT

ment of a total 3,018 prisoners held on Police Court charges; 1,670 on Sixth District Court cases; 250 persons for other courts and jurisdictions, and 353 others for Shore Patrol authorities. These totals do not include juveniles who are kept separated from adult prisoners; moreover, they do not reflect temporary detention necessary during investigative processes.

Property Management Bureau

A police department as large as that of Providence utilizes a variety of automotive, mechanical, electronic, office and miscellaneous equipment valued at thousands of dollars. The mission of this bureau provides for continual and automatic procurement, storage, issue, inspection, maintenance and accounting of all physical property of the department. This unit supervises the "house-keeping chores" of the force. One of the major housekeeping problems of the department last year resulted from the demolition of buildings on the site of the Weybosset Hill redevelopment area. The police garage on Sabin St., next to police headquarters, was leveled and garage facilities were shifted to a temporary location some distance away on Weybosset St. Inas-

much as the temporary garage is also situated in the area scheduled for redevelopment, it is imperative that permanent facilities for the storage and servicing of police vehicles be provided in the near future.

Automotive Equipment Control

Every Providence police motor vehicle, cars, trucks and motorcycles, undergo a monthly preventive inspection which has proved that repairs made at the first sign of trouble avoid costly maintenance later. These inspections are part of a system inaugurated in 1964 which enables the department to compile an accurate record of the maintenance, costs, and upkeep for each vehicle. This data allows the Automotive Equipment Controller to determine the need for alteration, repair or replacement of a vehicle. Last year 23 cars and cruisers and 8 motorcycles were purchased as replacements for the police fleet. The police department also received a used armored truck through the generosity of a public-spirited local security express company which now affords members added protection in handling any dangerous situation which might involve the use of firearms.



COMMANDING OFFICERS OF THE DEPARTMENT

(Seated, left to right) Comdr. Walter J. Cahill; Col. Howard A. Franklin, Chief of Police; Harry Goldstein, Commissioner of Public Safety; Comdr. Joseph W. Neil; Comdr. George W. Wilding.

(Standing) Capt. John L. Eddy; Capt. Walter A. McQueeney; Capt. George E. Healy; Capt. Leo P. Trambukis; Capt. John J. Kilduff; Capt. William E. May.

**1964 STATISTICAL
SUMMARY**

1964 STATISTICAL SUMMARY

COMPARISON OF CRIMINAL OFFENSES 1963 - 1964

Uniform Classification of Offenses	1963	1964	Percent Change	
			Decrease	Increase
MURDER	8	5	37.5	
MANSLAUGHTER	8	6	25.	
RAPE	6	6		
ROBBERY	70	93		32.8
AGGR. ASSAULT	217	219		.9
BURGLARY	1908	2289		19.9
LARCENY	3425	4186		22.2
AUTO THEFT	1420	1741		22.6
Total	7062	8545		21.

COMPARISON OF CLEARANCES 1963 - 1964

Uniform Classification of Offenses	Percent Clearance PROVIDENCE		Percent Clearance NATIONAL
	1963	1964	1963*
MURDER	100.	100.	91.2
MANSLAUGHTER	87.5	66.6	83.6
RAPE	33.3	83.3	69.4
ROBBERY	51.4	54.8	38.6
AGGR. ASSAULT	79.7	80.8	76.1
BURGLARY	46.1	43.8	26.9
LARCENY	32.2	28.	19.9
AUTO THEFT	37.8	28.8	26.2
Total	38.9	35.3	25.1

*Latest Figure Available

1964 STATISTICAL SUMMARY

PART I OFFENSES 1954 - 1964

	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964
MURDER	4	4	9	4	2	3	4	4	2	8	5
MANSLAUGHTER	4	9	9	6	6	2	1	2	7	8	6
RAPE	*26	*35	*56	*36	5	3	7	7	8	6	6
ROBBERY	56	79	57	55	127	88	72	50	66	70	93
AGGR. ASSAULT	73	123	145	144	153	133	112	135	201	217	219
BURGLARY	1235	1285	1389	1662	1876	1701	1952	1638	1689	1908	2289
LARCENY	2372	2843	3415	3376	4261	3784	4628	3534	3245	3425	4186
AUTO THEFT	486	449	507	793	1216	1326	1709	1258	1323	1420	1741
TOTAL PART I OFFENSES	4256	4827	5587	6076	7646	7040	8485	6628	6541	7062	8545

*Includes Carnal Knowledge Cases

CLEARANCES OF PART I OFFENSES 1954 - 1964

	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964
MURDER	3	2	9	4	1	2	4	4	2	8	5
MANSLAUGHTER	3	9	8	6	6	2	1	2	7	7	4
RAPE	*25	*31	*55	*31	2	3	7	5	8	2	5
ROBBERY	26	32	31	23	48	40	23	25	17	36	51
AGGR. ASSAULT	61	105	113	107	115	105	91	106	153	173	177
BURGLARY	433	416	441	514	378	408	614	627	674	882	1004
LARCENY	555	679	810	614	629	452	735	789	808	1106	1175
AUTO THEFT	119	94	181	209	273	196	259	404	300	537	503
TOTAL PART I CLEARANCES	1225	1368	1648	1508	1452	1208	1734	1962	1969	2751	2924

*Includes Carnal Knowledge Cases

PROVIDENCE POLICE DEPARTMENT

COMPARISON OF TOTAL ARRESTS, 1963 - 1964

Uniform Classification of Offenses

	1963	1964
MURDER	10	4
MANSLAUGHTER	7	4
RAPE	1	4
ROBBERY	48	63
AGGRAVATED ASSAULT	155	153
BURGLARY	331	395
LARCENY	490	496
AUTO THEFT	175	217
ASSAULTS	336	297
ARSON	0	0
FORGERY & COUNTERFEITING	52	22
FRAUD	33	12
EMBEZZLEMENT	0	12
RECEIVING STOLEN PROPERTY	86	64
VANDALISM	0	236
ILLEGAL POSSESSION OF WEAPONS	75	105
PROSTITUTION & COMMERCIALIZED VICE	19	19
SEX OFFENSES	106	84
NARCOTIC DRUG LAWS	17	30
GAMBLING	81	93
OFFENSES AGAINST FAMILY & CHILDREN	2	0
DRIVING UNDER THE INFLUENCE	35	31
LIQUOR LAWS	154	192
DRUNKENNESS	2,824	2,856
DISORDERLY CONDUCT	298	280
VAGRANCY	45	23
ALL OTHER OFFENSES (Except Traffic)	2,035	1,428
VIOLATION OF DRIVING LAWS	24,603	25,223
VIOLATION OF MOTOR VEHICLE LAWS	2,319	2,587
PARKING VIOLATIONS	10,220	10,488
TOTAL	44,557	45,418

1964 STATISTICAL SUMMARY

COMPARISON OF JUVENILE ARRESTS, 1963 - 1964

Uniform Classification of Offenses

	1963	1964	1964 Court Referrals
MURDER	0	0	0
MANSLAUGHTER	0	0	0
RAPE	0	0	0
ROBBERY	12	15	15
AGGRAVATED ASSAULT	22	28	27
BURGLARY	216	203	175
LARCENY	270	292	215
AUTO THEFT	131	139	137
ASSAULTS	96	85	58
ARSON	0	0	0
FORGERY & COUNTERFEITING	2	0	0
FRAUD	6	0	0
EMBEZZLEMENT	0	0	0
RECEIVING STOLEN PROPERTY	21	13	13
VANDALISM	0	168	78
ILLEGAL POSSESSION OF WEAPONS	17	22	17
PROSTITUTION & COMMERCIALIZED VICE	0	0	0
SEX OFFENSES	48	16	14
NARCOTIC DRUG LAWS	2	2	2
GAMBLING	0	0	0
OFFENSES AGAINST FAMILY & CHILDREN	2	0	0
DRIVING UNDER THE INFLUENCE	1	0	0
LIQUOR LAWS	37	37	34
DRUNKENNESS	16	28	27
DISORDERLY CONDUCT	60	82	65
VAGRANCY	2	0	0
ALL OTHER OFFENSES (Except Traffic)	1,612	1,103	128
VIOLATION OF DRIVING LAWS	344	316	306
VIOLATION OF MOTOR VEHICLE LAWS	76	116	105
PARKING VIOLATIONS	0	0	0
TOTAL	2,993	2,665	1,416

PROVIDENCE POLICE DEPARTMENT

DISTRIBUTION OF 1964 OFFENSES AND CLEARANCES BY MONTH

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
OFFENSES													
Murder	0	0	1	1	0	0	0	1	1	0	1	0	5
Manslaughter	1	0	2	0	0	0	1	0	0	0	1	1	6
Rape	0	0	0	1	1	0	1	1	0	1	1	0	6
Robbery	11	8	7	8	9	3	6	7	10	8	11	5	93
Aggr. Assault	15	11	19	16	33	14	16	13	12	23	27	20	219
Burglary	190	149	198	137	153	176	178	226	230	199	218	235	2289
Larceny over \$50	73	84	96	101	89	87	109	85	92	98	104	108	1126
Larceny under \$50	174	181	230	253	254	297	257	336	258	306	270	244	3060
Auto Theft	135	108	105	117	110	117	112	159	129	170	265	214	1741
Total.....	599	541	658	634	649	694	680	828	732	805	898	827	8545
CLEARANCES													
Murder	0	0	1	1	0	0	0	1	1	0	1	0	5
Manslaughter	1	0	2	0	0	0	1	0	0	0	0	0	4
Rape	0	0	0	0	0	0	1	1	0	2	1	0	5
Robbery	7	5	5	5	5	0	5	3	5	7	2	2	51
Aggr. Assault	13	12	14	15	20	9	15	11	8	21	25	14	177
Burglary	86	86	59	100	53	49	52	109	98	83	71	158	1004
Larceny over \$50	11	12	14	27	30	12	10	37	14	16	15	61	259
Larceny under \$50	42	85	71	103	65	55	51	92	71	78	69	134	916
Auto Theft	51	25	55	45	48	31	35	38	44	33	50	48	503
Total.....	211	225	221	296	221	156	170	292	241	240	234	417	2924

1964 STATISTICAL SUMMARY

VALUE OF PROPERTY STOLEN IN PROVIDENCE
IN 1964 COMPARED WITH THE NATIONAL AVERAGE

Comparison by Type of Offense

Classification of Offense	Number of Of Offenses	Value of Property Stolen	Average Value per Offense Providence 1964	Average Value per Offense National* 1963
ROBBERY	93	\$ 28,657.97	\$308.15	\$276.00
BURGLARY	2289	\$ 441,602.06	\$192.92	\$211.00
LARCENY	4186	\$ 259,515.38	\$ 61.99	\$ 82.00
AUTO THEFT	1741	\$1,096,223.74	\$629.65	\$927.00
Total	8309	\$1,825,999.15	\$219.76	\$224.00

*Latest Figures Available

Comparison by Type of Property

Type of Property	Value of Property Stolen	Value of Property Recovered	Percent Recovered Providence 1964	Percent Recovered National* 1963
CURRENCY	\$ 135,966.32	\$ 5,259.63	3.8	12.
JEWELRY	\$ 102,938.80	\$ 3,545.23	3.4	7.
FURS	\$ 59,305.00	\$ 1,220.00	2.	4.
CLOTHING	\$ 62,285.59	\$ 7,622.57	12.	10.
AUTOS	\$1,096,223.74	\$ 978,978.38	80.	91.
MISCL.	\$ 369,279.70	\$ 48,575.74	13.	23.
Total	\$1,825,999.15	\$1,045,201.55	57.2	54.

*Latest Figures Available

PROVIDENCE POLICE DEPARTMENT

FURTHER ANALYSIS OF THE OFFENSES REPORTED TO THE
POLICE IN 1964 AND THE VALUE OF THE PROPERTY STOLEN

Uniform Classification of Offenses	Number of Offenses	Value of Property Stolen
1) ROBBERY		
Highway	40	\$ 4,651.94
Commercial House	17	3,657.23
Oil Station	2	180.00
Chain Store	1	15,085.00
Residence	13	3,559.89
Bank	0	
Miscellaneous	20	1,523.91
Total	93	\$ 28,657.97
2) BURGLARY (B & E)		
Residence	954	\$ 254,948.33
Non-Residence	1335	186,653.73
Total	2289	\$ 441,602.06
3) LARCENY *		
\$50 & over in value	1126	\$ 215,959.71
\$5 to \$50 in value	2765	43,137.78
Under \$5 in value	295	417.89
Total	4186	\$ 259,515.38
4) AUTO THEFT		
Total	1741	\$1,096,223.74
* Nature of Larcenies		
pocket picking	16	\$ 1,782.86
purse snatching	72	1,539.15
shoplifting	160	2,859.40
thefts from autos	957	110,756.19
auto accessories	1083	31,169.34
bicycles	861	18,359.00
from buildings	492	51,028.77
coin operated machines	19	36.30
all others	526	41,984.39
Total	4186	\$ 259,515.38

1964 STATISTICAL SUMMARY

COMPARISON OF TRAFFIC ACCIDENTS REPORTED
TO POLICE FOR 1963 - 1964

	1963	1964
Total Accidents	5,600	6,632
Fatalities	13	22
adult pedestrians	9	12
child pedestrians	2	3
operators	0	4
riders	2	3
Injury Accidents Investigated at Scene by Police	786	816
Pedestrians	264	277
Persons Injured (including pedestrians)	982	933
Property Damage Accidents	4,801	5,794

BIBLIOGRAPHY

- HALEY, JOHN WILLIAMS *"Old Stone Bank" History of Rhode Island, Vol. 4,*
Providence Institution for Savings, Providence, R. I.,
1944.
- MANN, HENRY *Our Police,* Providence, R. I., 1889.
- POLICE ASSOCIATION *Providence And Her Protectors,* Providence Police
Association, 1908.

ACKNOWLEDGEMENTS

It is with special regard that the Police Department acknowledges the Providence Journal, Providence Public Library, the Rhode Island Historical Society and others for their immeasurable assistance in providing information for the compilation of the historical data found in this report, without which its completion would have been made more difficult.

COMMANDER WALTER J. CAHILL
CAPTAIN LEO P. TRAMBUKIS
LIEUTENANT EDWARD B. APTT
Editors

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

August 5, 1965

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.

Respectfully submitted,

Richard S. McKenzie
 Richard S. McKenzie,
 Deputy Inspector of Milk

ANDY'S RESTAURANT
 136 DOUGLAS AVENUE
 PROVIDENCE, R. I.

1022 ANDY'S GROCERY
 143 HUDSON STREET
 PROVIDENCE, R. I.

1020 DOVE'S
 203 DOUGLAS AVENUE
 PROVIDENCE, R. I.

1023 EMBERS COFFEE SHOP
 197 THURBERS AVENUE
 PROVIDENCE, R. I.

1021 ROCCO GESUALDI
 751 ELMWOOD AVENUE
 PROVIDENCE, R. I.

1024 FREEWAY GRILLE
 1886 WESTMINSTER STREET
 PROVIDENCE, R. I.

IN CITY COUNCIL

AUG 16 1965

READ AND GRANTED

Vincent Vespi
 CLERK

FILED

JUL 22 9 10 AM '65

**DEPT. OF CITY CLERK
PROVIDENCE, R. I.**