

This article was submitted by Edward J. "Ed" Steenberg, Saint Paul Police Historical Society

The Police of St. Paul: 1896

St. Paul Daily Globe

Sunday Morning, February 16, 1896, Page 19, Image 19

Please note that this 1896 newspaper article titled "The Police of St. Paul" was found in the National Archives by Jeffrey G. "Jeff" Neuberger, Saint Paul Historical Society, while conducting research on a different item. Because the document could not be downloaded in a format that would allow for easy reading, it was retyped in its entirety by Edward J. "Ed" Steenberg. Of special interest are the lists of officers and assignments, including badge numbers, and the fact that the City of Saint Paul had twenty-eight lines of railway and 400 trains arriving and departing on a daily basis.

Although we were unable to determine the columnist's name, the initials were given as "C.J.W." At the time of this publication, The Saint Paul Daily Globe was owned by James J. Hill, and the regular "Police Reporter" was A. W. Vance.

As reported in the Sunday Morning, May 10, 1896, issue of same newspaper, on Page 3, Image 4: "The police reporter must keep in constant communication with the central station and with all the sub-stations. He must also cover the cases tried in the municipal court, and his work will be all the more thoroughly performed if he takes the trouble to become personally acquainted with not only the heads of the department, but with the men who walk the beats. Accidents and fires must be reported by the police reporter, and he keeps in touch with the coroner, the city physician and the chief of the fire department as closely as he does the police officers. The personal history of crooks, a knowledge of their haunts and their methods is very valuable to the painstaking police reporter. For days at a time this run may not furnish much news of sensational character; but no one can tell what moment there will arise something to test the abilities of the reporter in most severe fashion. He is on duty from 8 o'clock in the afternoon until 8 in the morning, and at any time outside of these hours he is liable to be called out for duty."

The aforementioned source document(s) can be found at the Chronicling America: Historic American Newspaper database from the Library of Congress (<http://chroniclingamerica.loc.gov/>), or by typing "St. Paul Daily Globe" in your search engine and using the Chronicling America website tools to reach the appropriate date and page. – Steenberg

St. Paul has an area of 55 square miles, with over 500 miles of graded streets; it has personal property and building and other improvements to the value of \$150,000,000; its annual jobbing and manufacturing trade mounts up to \$180,000,000; over its twenty-eight lines of railway 400 trains arrive and depart daily, carrying hundreds of tons of freight and thousands of passengers; it has twenty banks, with an aggregate capital of \$8,000,000; a hundred public buildings and a population of 150,000; and to guard all this it has a police department of 180 men, costing the city \$175,000 a year. Who are these men who watch while others sleep? What is their efficiency? What do they do and how do they do it? These are questions of interest and moment not to be

answered by passing comment or superficial investigation, scarcely so, even after due inquiry, within the limits of a newspaper writing; but the heads and indices may be given to serve as hints of a grand total, as exponents of an unevolved power, and these follow.

The organization of the St. Paul police department consists of one chief of police, 4 captains, 7 lieutenants, 10 sergeants, 1 chief of detectives, 4 detectives, 1 clerk to chief of police, 1 superintendent of the police patrol telegraph, 1 license inspector, 1 driver of workhouse van, 1 janitor, 1 matron and 148 patrolmen. Of these, a lieutenant, a sergeant and eight patrolmen are mounted. Serving on special detail are 31 patrolman, assigned as follows: Detectives, 6; station jailers, 9; patrol wagon drivers, 8; patrol wagon conductors, 2; municipal court bailiffs, 8; workhouse van driver, 1; guard, 1; mayor's office, 1; union depot, 1. The remaining patrolmen, numbering 111, are walkers of beats.

For the better organization of the force the city has been divided into five police districts, one central and four sub-stations, and the members of the force are distributed according to need among them. From these several stations police affairs are regulated and administered for the respective districts. They are located, officered and manned as follows (number indicting patrolman's star):

Central station, Third street, between Washington and Market streets; Chief of police, John Clark; captain, Phil W. Schweitzer; lieutenants, Dennis Murphy, Henry Bahe, Edward Sexton; sergeants, Henry J. Pothan, Jeremiah Sullivan, J.T. Ross; chief of detectives, John J. O'Connor; detectives, Thomas Kenaley, M.H. Daly, Thomas Horan, Daniel L. Ahern; chief's clerk, A.F. Morton; superintendent police patrol telegraph, Joseph McCauley; matron, Mrs. B. Cummings; janitor, John M. Garretty; patrolmen, (1) James Nugent (mayor's office), (2) D.F. Hennessey, (4) J.J. Daly (detailed detective), (5) Frank Horn, (6) Philip gibbons (conductor patrol wagon), (7) August Baer, (8) John P. Walsh, (12) w. J. McGuiggan (detailed detective), (13) Michael Ashe, (14) Bernard Ryan, (17) Andrew Call (detailed union depot), (18) James Carey, (20) Benjamin Morse, (21) William Twohy, (25) Daniel McCart, (27) P.E. Murnane, (29) Patrick R. Smith, (30) John Lawton, (31) E.L. Bumgardner, (36) P.E. Newcome, (38) John Gaul, (46) John Howley, (48) Charles E. Banker, (49) George W. Smith, (51) Louis Marien (conductor patrol wagon), (53) J.F. McCormick, (54) P.J. Lynch., (55) John Talty, (58) Joseph Davis, (59) Nick Anderberg, (60) John W. Cowan, (61) Richard Cronin, (62) Robert T. Fillingim, (65) William H. O'Brien, (68) John Casserly, (69) Michael Rafter, (70) A.P. Guerin, (74) John Casey, (76) Henry H. Gruber, (77) Thomas Galvin, (79) Dennis McCarthy, (80) Henry Meydering (detailed detective), (84) William Banker, (85) John M. Rafter, (87) William B. Covney, (90) Peter Carroll, (92) Edward Christian, (94) John Goven, (96) Olaf Larson, (97) W.H. Perro, (98) W.H. Grady, (99) William O'Neill, (100) Frank Fraser (driver patrol wagon), (103) George Kaiser, (109) Mathias J. Tschida, (116) James Brogan, (117) A.J. Zacher, (123) J.J. Hennessey, (138) Thomas Haggerty (driver patrol wagon), (141) J.J. Murphy, (144) Edward McEllistrom, (145) Chrls T. Jessrang (license inspector), (143) John Hammes (jailer), (150) Mat Bantz (jailer); (146) John C. McCarthy (bailiff), (147) Thomass McMahon (bailiff), (148) J.H. Loomis (bailiff); (149) Thomas Mitchell (driver workhouse van). Total force, 87.

Rondo street sub-station, corner Western avenue: Captain. A.M. Lowell; lieutenant, John Pendy; sergeants, Fred G. Tegeier and A.J. rose; Patrolmen, (9) James Ryan, (10) Stephen Fitzgerald,

(11) Albert Stotz, (26) Mat Young, (32) Stephen Griemann, (33) John E. Newell, (34) Edward M. Allen, (37) Jerome Martineau, (39) Andrew Kukla, (47) E.L. Schilling, (56) Thomas Cummings, (66) Thomas Brennan, (71) Michael F. Sweeney (detailed detective) (82) James H. Burrell, (83) Michael Kirchmaier, (91) Isaac Hynes, (101) Timothy Enright, (102) John Enright (detailed detective), (106) Patrick McHale, (107) Charles Beattie, (110) Charles Mayer, (111) Michael Reilly, (112) J. Schoffhausen, (120) Edward O'Brien, (122) Valentine Kruszwisky, (127) J.J. Kennedy (jailer), (129) James Maguire (jailer), (134) John Ryan (driver patrol wagon), (135) John Flannigan (driver patrol wagon). Total force, 33.

Margaret street sub-station, corner Hope street: Captain, William Hanft; lieutenant, Philip Pottgieser; sergeants, Martin Flanagan and Ernest Boerner; patrolmen, (3) John Cook, (15) Christ Porter, (16) Charles Niemczyk, (22) Oscar Skoog, (28) John Lynch, (35) Michael Urbanski, (40) Charles Vontrat, (41) Patrick Muleare, (43) Anton Ostrum (mounted), (45) Martin W. Burke, (50) Michael Tschida, (52) J.J. Fitzgerald, (57) Axel Olberg, (78) James O'Brien (jailer), (81) Charles A. Gates, (86) Hans Williams (mounted), (89) William Ryan, (93) Hans Hansen, (104) Frank Hoefer, (119) Michael Scannell, (125) James E. Hurley, (126) William Hart (jailer), (133) T.C. Johnson (driver patrol wagon), (137) Hans Aamold, (140) Michael Gebhardt (driver patrol wagon). Total force, 31.

Ducas street sub-station, corner South Robert and Delos streets: Captain, Charles Rouleau; lieutenant, Thomas Walsh; sergeants, Charles Hanft and P.L. Getchell; patrolmen, (19) John T. Guiney, (44) W. Rasmussen, (64) Moses Zimmerman, (67) J.J. Griffin, (72) J.W. Lauderdale, (88) Fred A. Ryder, (95) G.W. Guion (jailer), (105) George Sudeith, (113) John McGinley, (114) Martin Imhoff, (121) F.M. Martin, (128) John Miner (jailer), (136) John McGarth (driver patrol wagon), (139) A. Westernhagen (driver patrol wagon), (142) Gust A. Malmquist. Total force, 19.

Prior avenue sub-station, between Feronia and University avenues: Lieutenant, William Budy; sergeant, W.J. Klein; patrolmen, (23) J.W. Finn, (42) Edmund Braak, (63) Theodore Gerving, (108) Philip Arnold, (115) Patrick Powers, (118) Thomas H. Towey, all mounted; (24) Edward Delaney, (131) D.E. Lindley, unmounted; (130) John Peters, jailer. Total force, 11.

These several forces cover territory respectively as follows: Central [station], Third, Fourth, Fifth and Ninth wards, including business district; Rondo street [sub-station], Seventh and Eighth wards, including St. Anthony hill; Margaret street [sub-station], First and Second wards, including Dayton's bluff; Ducas street [sub-station], Sixth ward, including the West side; Prior avenue [sub-station], Tenth and Eleventh wards, including Merriam Park, Hamline and Minnesota Transfer.

There are three watches in each twenty-four hours. The day patrol comprising one-third of the force, goes on duty at 7 o'clock a.m., remaining until 6 p.m. During the noon hour the patrolmen of this watch alternate with each other in going to dinner, those remaining on duty extending their beats so as to cover those of the absentees adjoining their own. The night patrol is divided into two watches, requiring two-thirds of the force, or all except the day patrol. The first extends from 6 o'clock p.m. until 4 a.m., and the second from 9 p.m. until 7 a.m. There is thus not a moment in the twenty-four hours when a competent force is not on active duty. The reason for the numerical excess in favor of the night watch in the division of the force will be readily

understood. The dark hours are the hours of depredation and crime. When the night falls, the thieves, burglars and "holdup" men creep out of the obscurity in which they have hidden while the sun shone and the city was awake and on its guard. They will prowl about the darker streets and alleys, slink along under the shadow of dead walls and hidden recesses, emerge now and then in the hope of a clear field, and slink back again as their quick glance catches the glitter of the patrolman's star and their apprehensive ears feel the sound of his measured tread. It is much that these habitués of the shrouded hours be caught in the attempt to commit crime, or detected and arrested, having committed it; but it is more that they be prevented from essaying it at all. The police records will show the first, but the last has no record. How many contemplated attacks on belated citizens, and burglarious entries of their homes are stricken into inaction by the presence of the vigilant night police, none can know or comprehend. Some guess may be made at it from the fact that the value of property stolen annually in St. Paul does not reach \$15,000, and of that taken, two-thirds is subsequently recovered by the detective police.

That the members of a department bearing such a charge as falls to the lot of the police force of a large city should not be carelessly chosen or hastily appointed is very evident, and the general excellence of the St. Paul police indicates that such mistakes are not frequently made here, and when made, speedily corrected. In the first place certain prerequisites to appointment are laid down in the municipal code. Applicants are required to be citizens of the United States, residents of St. Paul for at least two years preceding appointment, under the age of thirty-five years, of sound health and physique (the [standard] of admission into the United States army as, as established by examination, governing in this particular), and able to read and write the English language. The regulations of the department amplify these requirements by adding that applicants must never have been convicted of crime and suggestion is also made in the same connection, that selections will be made with a view to fitness for the position and usefulness to the service; that no one can expect to attain or hold such position unless his conduct be such as to secure the good will of the respectable portion of the community, and so command respect from the unfortunate and vicious; unquestionable energy and courage, temperate and industrious habits, peaceable and courteous manners, decorum and cleanliness of person and dress, respect for superiors, promptness, decision and zeal for the service are also added. These are not only the requirements but the characteristics of the present members of the St. Paul police force. Appointments and promotions are made by the mayor by and with the advice and consent of the city council, and removals for cause in the like manner.

One of the most important branches of the service is the police patrol telegraph, in charge of Supt. Macauley. There are about ninety miles of wire in the system, with eighty-four boxes, fifty-one with telephones, distributed throughout the city. Every man on beat is required to report from these boxes each hour, night and day. Over these wires are also sent calls for the patrol wagon, for extra help, reports of fires, etc. During the past year there were received at the several stations through the police telephone 284,630 messages, and through the city telephone 30,000.

Another most important branch of the police service is the detection of fires and the sounding of the alarm. It in no wise detracts from the efficiency of our fire department to say that it is chiefly due to the promptness with which the alarm is sent in, and this is done almost entirely by the police. A slight relaxation of watchfulness or want of promptness on the part of the patrolman would be the occasion of frequent and disastrous conflagrations. How few fires there are of not

in St. Paul in the course of the year has been the subject of much favorable comment, not only on the part of citizens, but of outside insurance companies and others interested. In view of what has been just said to whom the chief credit for this immunity is to be ascribed.

As the night patrolman walks his beat he tries the store doors in his passage to see if they are locked, and in the course of a year an aggregate of over 2,000 open doors will be reported. Those that are found unlocked are secured by the patrolman, and the sleeping proprietor finds out next morning why it is his wares are still intact and unstolen. This important and responsible work, which in other cities is done by special detail, is one of the manifest duties of the St. Paul patrolman. It would require more space than may be accorded to this article to give even an outline of the multifarious obligations which the police officer assumes when he dons his uniform and puts on his star. The prevention and detection of crime and the apprehension of the criminal are but part of what he has to do. He is the street directory to strangers seeking their unknown destinations; the rescuer of strayed children and the reporter and helper in cases of accident; he is to note and report where contagious disease has fastened itself, and is thus the conservator of the public health; he marks the advent of death in his precinct and where it is sudden and suspicious is awake to detect possible criminality; his eyes are on the pickpocket in the crowd and follow the movements of suspected criminals; obstructions in streets and on sidewalks, defective portions of highways, dangerous buildings, the existence of nuisances, the street lighting service and fifty other things are his simultaneous concern. And when it is recalled that all this is done by him and done well, it prompts confused wonder at his comprehensive capacity for observation and execution.

The detective, or secret service department, is another that claims attention albeit, as its name implies, we cannot know its inner workings and mysterious methods. Something can be told of it, however. The officers of this department are in citizens' dress and carry about them no mark of their employment, either in appearance or manner. The pickpocket taking advantage of a thronged thoroughfare and fancying himself free from observation, filches his victim's purse and feels the grip of the law the next moment, in the person of an inoffensive looking person at his elbow, but who happens to be one of Chief O'Connor's men with a perspicacious eye. Or down at the union depot, where the heavily laden trains roll in hour after hour throughout the twenty-four and the passengers pass in hurried crowds to and from the way gates. There are a brace of detectives there. Presently one of them goes up to a man just alighted from the train and begs the privilege of five seconds' conversation. "I don't know you from Adam," says the newly arrived shortly. "Oh, that's all right," says the detective. "That makes no difference. But I know you, and that's where it is, you see," and tells the newly arrived bluntly that he's thus and so from such a place, naming a noted crook from New York—Boston—Philadelphia—Chicago—anywhere, and what his particular style of crime is, and a very brief, but exact biography of this entire stranger which disconcerts him. "And now, you skip," says the detective in conclusion. "You can't do any work here and we won't have it. Here's the ticket office right handy and a train out every two or three minutes. Skip." "Where to?" asks the now thoroughly abashed newly arrival. "Oh, anywhere out of town. I don't care which way you go so long as you go it." Thus detective who has never set eyes on the man before. But there is a quaint gallery of rogues' pictures up at headquarters, with a succinct history of the personages there represented, and detective has made the most of his opportunities. They are busy men, the detectives, and their hours of labor are from early dawn until any time into the depth of night.

The city advanced in its standard of virtue during the past year and was 11 per cent better in 1895 than in 1894. There were 4,571 arrests last year, or 578 less than the year before. Of the arrests in 1895, the central station made 2,601; Rondo street, 437; Margaret street, 743; Ducas street, 702; Prior avenue, 88. There were 2,457 box calls for wagon, 1,263 special calls, and 390 fires reported over the police patrol wires. The patrol wagons, of which there is one at each station, traveled 8,413 miles in the course of the year and made or assisted in 3,014 arrests.

In 1889, by an act of the legislature, a police pension fund was created, made up of 10 per cent of the moneys paid into the municipal court as fines in criminal cases; also fines imposed by the mayor or members of the police force for dereliction of duty. There are three classes of pensioners provided for: First, widows of members of the police force, killed while in actual performance of police duty or dying from injuries received under like circumstances, an amount not exceeding \$400 per year. Second, to any child or children of such member leaving no widow, or, if leaving a widow, then after her death, an amount not exceeding \$400 a year, to such child or children under eighteen years of age. Third: to members of the force who are not less than fifty years old and after twenty or more years of continuous service, or who shall be totally disabled from injuries received in the discharge of police duty, a sum during life equal to one-half pay, not exceeding \$1,000 a year. Pensions of widows terminate if they remarry, and those of children when they arrive at the age of eighteen. The conduct of this fund is in the hands of a pension board consisting of the mayor, city treasurer and police committee of the council. There are now on the pension roll six retired officers and three widows of deceased officers, as follows: Henry Galvin [served 1856-1892], Isaac D. Morgan [served 1866-1893], William O'Keefe [served 1872-1892], Robert Palmer [served 1896-1892], John Vogtle [served 1872-1892], Edward Shields [served 1868-1892]; Mrs. Mary McCarrick, Mrs. Caroline Costello and Mrs. Hermine Bresette. The aggregate monthly pension payment at present is \$337.50.

The present force is composed of a fine body of healthy, stalwart men, of whom the big chief, John Clark, is a splendid specimen, Six feet tall, well-proportioned, a kindly face and unassuming manner, large grey eyes, clear and penetrating, and a firm and prominent chin; that is the St. Paul chief of police. Chief Clark is the veteran of the force and has reached his present position through a series of earned promotions which carried him from the lowest to the highest position in the department. He was appointed patrolman, April 21, 1871, promoted to be sergeant in 1875, captain in 1878, and chief in 1882, in which capacity he has since served except during the brief interval of the Wright administration. He has the entire confidence of the whole citizenship and the sincere respect and warm-hearted regard of every member of his force. Chief Clark is a native of New York, whence he came to St. Paul forty-one years ago.

John J. O'Connor, chief of detectives, is a Kentuckian by birth, but only missed being a native St. Paul boy by one year. He came to this city with his parents in 1856 and was engaged in mercantile pursuits during his young manhood. On March 9, 1881, he was appointed to the police force in the capacity of detective, and a few years later was made chief of that branch of the service. Chief O'Connor has a special adaptation for his work and is counted by competent judges as among the shrewdest and best detectives in the country. Under his guidance the work of the secret service department has been very thorough and efficient.

Of the captains the oldest in point of service is Capt. Charles Rouleau, of the Ducas street sub-station. He is a St. Paul boy, and though young in years, is still one of the oldest inhabitants. He was born in this city Dec. 29, 1845, was reared and educated here and on April 10, 1872, was appointed policeman. Capt. Rouleau is one of the heavy men of the force. He is of large stature and build, handsome features and looks like a French marshal. His record is one of which he is reasonably proud.

Capt. A.M. Lowell, of Rondo street sub-station, comes next in order of time. He is a genuine New Englander, born in Maine, of a Massachusetts father and New Hampshire mother, and has James Russell Lowell in his family tree [American Romantic poet, critic, editor, and diplomat]. In 1863 he enlisted in the United States navy, being but seventeen years of age. He served until the close of the war in 1865, receiving meanwhile three promotions and earning his commission. He chose civil rather than military life for his subsequent career, which he sometimes regrets now. Capt. Lowell came to St. Paul in 1869, entered the police force Sept. 18, 1872, and has been in continuous service in that department ever since, making a specially meritorious record.

Capt. William Hanft, of Margaret street sub-station, was appointed to the force Jan. 4, 1875. He was born in Ohio in 1853, and came to St. Paul in 1871. He is a popular citizen and a good officer.

At the Central station, Capt. Phil W. Schweitzer holds sway. He is a St. Paul boy, too, born here March 9, 1858, which makes him one of the youngest officers on the force. His appointment as policeman dates from March 13, 1883, and his promotions have been rapid. He is of medium height and build, has bright blue eyes and pleasant features which are true indices of his nature. He is an efficient officer, and everybody likes him.

Detective Thomas Kenaley is also an old and valued police officer. He was appointed May 5, 1872, serving as patrolman for twelve years, and since as detective. Mr. Kenaley is a native of Ireland, but has lived in St. Paul since 1855, and is a Junior Pioneer.

Thomas McMahon—"Big Tom," as they call him—is also from the Green Isle, where he was born in 1833. He has been acclimated by forty-six years' residence in the United States, forty of them in St. Paul. He began to wear the star Nov. 16, 1874. He is now serving as bailiff in the municipal court, and daily marshals the tenants of the "bull pen" before their honors, and, after trial and sentence, hustles the evil-doers back to their cages.

Who knows not Officer James Nugent, of Star No. 1, the mayor's mercury and body guard? He came to St. Paul in 1854 from the city of Brotherly Love, the place of his nativity. He served several years in the St. Paul fire department, and was the first driver of Engine No. 2. He was appointed on the police force Dec. 2, 1872, performing regular patrolman's duty until 1879, when he was injured by a fall. The empty sleeve which hangs from his shoulder is mute evidence of his faithfulness and zeal, for it was while in chase of a burglar on a dark night that he stumbled into a deep, stony excavation and shattered his arm. After his recovery he resumed his duties, serving for many years as license inspector, and is now placed in the position indicated in the introductory sentence of this paragraph

It is pleasant and fitting to devote in this article a few words to a veteran of St. Paul's earliest force, Henry Galvin, who wore Star No. 1 for so many years. Officer Galvin was appointed policeman July 22, 1856, and served for thirty-six years continuously. Of that term of service thirty years were spent in actual beat-walking, the remaining six being passed in special detail at the city hall. In 1892 Officer Galvin was retired and pensioned. He is still hale and vigorous, and serves the city council in the capacity of sergeant-at-arms. Mr. Galvin is an Irishman by birth. He came to the United States in 1852 and to St. Paul in 1855.

Such, then is the picture of the St. Paul police department limned in little with vague coloring and incomplete design. Yet thus much it is that it will awaken in those who scan it some appreciation of the guardians of their lives and property and of the work they do by day and night, in seasons of heat and seasons of cold, under cloudy and dripping skies or skies bright with shining stars; fair or foul the weather, it is all one to him whose ceaseless round goes on through the long chain of years.

C. J. W.