

U. S. DEPARTMENT OF LABOR

IMMIGRATION SERVICE

DISTRICT No. 1

REC'D. BU. OF IMMIGRATION

1 1926

IN REPLYING REFER TO

No. 11320/70-G

DISTRICT HEADQUARTERS

MAILS AND FILES

U. S. COMMISSIONER OF IMMIGRATION  
MONTREAL, CANADA

May 29, 1926.

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Commissioner General of Immigration,  
Washington, D. C.

I beg to say that reorganization under General Order No. 61 has been deferred until the Patrol Supervisor could see conditions for himself in this district and be consulted as to recommendations. Incidentally I might say that we never received any notice of the appointment of Major Ruel E. Davenport as Supervisor, the only information we have about it being obtained from newspapers. After consultation with him the following recommendations are respectfully made:

1. Appoint Chief Patrol Inspector Antonio Bonazzi to be Assistant Superintendent, with headquarters at Rouses Point.

Transfer Patrol Inspector Joseph O'Rourke to Rouses Point from New Orleans; from Supervisor Davenport's description, Inspector O'Rourke would appear to be the best man available for the most important patrol subdistrict in this immigration district.

Transfer Clerk Albert T. Yarrington to Rouses Point from Newport, to be Clerk to the Assistant Superintendent.

Transfer Motormechanic Frederick Wagner to Rouses Point from Newport.

Rent suitable office quarters at Rouses Point, with adequate telephone service. From the standpoint of transportation and communication, there is no really "central point" in this district on American soil, but Rouses Point has more advantages than any other place in the district and is, doubtless, better suited as a base for patrol work than is Montreal.

2. Patrol Subdistrict No. 1.

Establish headquarters at Houlton, Me., instead of at Van Buren, as at present. Continue Charles E. Gray as Chief Patrol Inspector. Unless the room which is now held for immigration purposes in the Federal Building can be made suitable for patrol work, rent a room in a better location. Provide telephone service at whatever office is selected.

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Abandon the present coalition with the Customs Patrol Service. This coalition is a makeshift, but it was necessary because we had no transportation. Establish patrol units at Fort Fairfield, 2 men; Mars Hill, 2 men; Houlton, 3 men; Vanceboro, 2 men; Calais, 3 men. This will necessitate the appointment of one more patrol inspector, as at present we have but 11 men. It will be necessary to revise the recommendations for senior patrol inspectors, because some of the men I had in mind will be appointed immigrant inspectors to fill vacancies. A new list will be submitted in a few days.

Only two Government-owned Ford Sedans are available in this district. Three more must be provided, besides a car for the Chief Patrol Inspector. To fill the gap at the present time the allowance to the Chief Patrol Inspector must be continued; if Inspector Henry E. Kimball is continued as senior patrol inspector at Vanceboro, he should be given an allowance for the use of his car; and one more allowance will be recommended as soon as an officer can be found who is willing to use his car on an allowance.

### 3. Patrol Subdistrict No. 2.

Continue headquarters at Newport, with Allie H. Fuller as Chief Patrol Inspector. Efforts are being made to obtain office quarters and equipment, without expense, in the Federal Building. It will be necessary to provide telephone service.

Establish units of 4 men each at Newport and Swanton, and 2 men each at Richford and Canaan. Three Ford Sedans have been assigned to this subdistrict and will be delivered tomorrow. It will be necessary to continue the allowance to Chief Patrol Inspector Fuller for the use of his privately-owned car and one more Sedan must be furnished. None of the Patrol Inspectors in this subdistrict is willing to buy a car and use it on an allowance of \$40.00 a month.

Because of changes in the patrol force, due to appointments as immigrant inspectors, it is impossible to make recommendations for senior patrol inspectors until the early part of next week.

### 4. Patrol Subdistrict No. 3.

Continue headquarters at Rouses Point. Transfer Chief Patrol Inspector Joseph O'Rourke from New Orleans to succeed Chief Patrol Inspector Antonio Bonazzi, if and when the latter is appointed Assistant Superintendent. The Chief Patrol Inspector at this point will be more or less an understudy to the Assistant Superintendent.

Rent suitable quarters and provide telephone service, as the present accommodations in the building furnished by the Delaware &



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Hudson Company are not adequate.

Three Ford Sedans have been assigned to this subdistrict. The Government-owned Hudson Touring Car can be used by the Chief Patrol Inspector. It will be necessary to provide one more Sedan. ✓ If one of the patrolmen who owns a car is willing to operate it for \$40.00 a month a recommendation to that effect will be made in a day or so.

Establish stations at Alburg, with 3 men; Rouses Point, with 5 men; Mooers Forks, with 2 men; and Chateaugay, with 3 men.

Appoint Dennis J. Ryan and Lawrence M. Ross senior patrol inspectors at Mooers Forks and Chateaugay, respectively. As James R. Burke and Arthur H. Jarvis are likely to be appointed immigrant inspectors, other recommendations for Alburg and Rouses Point will be made later.

There is one vacancy in this subdistrict, due to the failure of an appointee to report for duty; arrangements to fill it are now being made.

#### 5. Patrol Subdistrict No. 4.

Establish headquarters at Massena; heretofore the official headquarters have been at Ogdensburg, although the Chief Patrol Inspector was at Fort Covington in the winter and at Morristown in the summer. Rent an office and provide telephone service. Continue Stephen B. Thomas as Chief Patrol Inspector.

Establish stations at Massena, with Edward J. Nugent as senior patrol inspector and Herbert J. Peterson and Mario Conti as patrol inspectors. Establish a station at Fort Covington with Everett W. Martin as senior patrol inspector and Jeremiah G. Glavin and John S. Avedian as patrol inspectors. Establish a station at Morristown with John J. Wallace as senior patrol inspector and Charles F. Costello as patrol inspector. When vacancies in this subdistrict are filled and another car is available, establish a station at Depauville, with Herbert J. Peterson as senior patrol inspector.

Chief Patrol Inspector Thomas now has an allowance for the use of his Hudson Car and this must be continued. Only two Ford Sedans are available for the Massena subdistrict, and it will be necessary to give allowances to John J. Wallace and Jeremiah G. Glavin.



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6. Patrol Subdistrict No. 5.

Continue headquarters at Sault Ste. Marie, Mich. Appoint George T. Smith senior patrol inspector. The other patrol inspectors are James Lapish and Morgan Blodgett. Provide a Government-owned car; there is none available under the authority recently given for the purchase of ten Ford Sedans, but the Immigrant Inspector in Charge at the Soo was instructed to get bids at once on Chevrolet Ford and Star Touring Cars with Glassmobile sides. Supervisor Davenport and I concur in the opinion that conditions at the Soo do not justify the appointment of a Chief Patrol Inspector. The combined immigration and patrol forces at that station are so small that an energetic officer like Richard H. Brondyke, Immigrant Inspector in Charge, can easily supervise both. He is thoroughly familiar with the district and has established a chain of informants which covers practically every community. Local peace officers hold suspicious-looking aliens until he or one of his officers can examine them. Little patrol work, that of a spasmodic nature, has been done at this point so far; the three patrol inspectors have been on duty almost constantly as guards on the International Bridge, in spite of numerous recommendations that guards be appointed for this purpose.

The patrol inspector should be supplied with binoculars, a pair of handcuffs, and three flashlights.

Conformity to General Order No. 61 and to the Bureau's policy for the patrol service as outlined orally by Supervisor Davenport will involve a few changes in this district. In order to keep within the allotments from both appropriations, it has been necessary to work the two branches of the Service very largely as one. We have had to make joint use of the free office quarters provided by the transportation companies; of telephones, typewriters and other office equipment, and clerks. Lack of automobiles for the immigrant inspectors has made it necessary to use patrol inspectors to make investigations where they could go with their motorcycles and to transfer aliens to or from place of detention, etc.

Furthermore, when I came to this district I found a spirit of dissension between the two branches, which was exceedingly detrimental to both, and particularly to the patrol inspectors. I tried to end that by promoting a spirit of harmony and close cooperation. Undoubtedly some of that dissension will creep back at first under the new plan, but I hope and expect that the good common sense which characterizes most of our officers will enable them to see that changing conditions necessitate corresponding changes in our machinery.

There will, of course, be some additional expense on account of discontinuing the joint use of equipment. Most of this additional expense will



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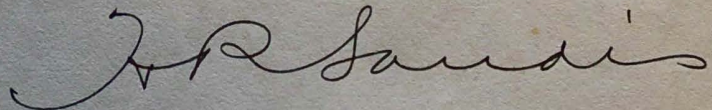
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fall on the patrol appropriation, and it is assumed that provision will be made by the Bureau to meet this condition by appropriate increases in both allotments.

The number of Government automobiles so far authorized is absolutely inadequate. Discontinuing the coalition with the Customs Patrol Service on the Maine border, alone, necessitates purchasing six more cars. More are needed in subdistricts 2, 3 and 4. A car must be provided at Sault Ste. Marie. Chief Patrol Inspector Bonazzi, at Rouses Point, told me today that operating the Hudson Car there twenty-four hours a day is resulting in its inevitable rapid depreciation and emergency repairs must be made at once.

It may be appropriate at this point to say that the tires and tubes furnished by the General Supply Committee are very bad. I am telegraphing the Bureau today for an entire new set for the Hudson, although the tires on it have gone less than 6000 miles.

A revised set of instructions will be furnished all patrol officers in this district just as soon as they can be prepared.



H. R. Landis  
Commissioner.

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