

**FREEDOM OF INFORMATION
AND
PRIVACY ACTS**

SUBJECT: BARKER/KARPIS GANG

BREMER KIDNAPPING

FILE NUMBER: 7-576

SECTION : 190



FEDERAL BUREAU OF INVESTIGATION

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SUBJECT Barker/Karpis Gang (Bremer Kidnapping)

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SERIALS 10916 only

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FEDERAL BUREAU OF INVESTIGATION

Case Originated at Cincinnati, Ohio

Cleveland file No. 7-1

Report made at
Cleveland, Ohio

Date When made
4/22/36

Period
3/25/36 to
4/15/36

Report made by
E. J. WYNN EJW/EJB

Title
ALVIN KARPIS, w. a., FUGITIVE, I. O. #1218;
HARRY CAMPBELL, w. a., FUGITIVE, I. O. #1236;
DR. JOSEPH P MORAN, w. a., FUGITIVE, I. O.
#1232; et al; EDWARD GEORGE BREMER - Victim

Character of Case
KIDNAPING; HARBORING OF FUGI
TIVES; OBSTRUCTION OF JUSTICE
NATIONAL FIREARMS ACT.

Synopsis of Facts:

John Brock held by post office inspectors, reported to have confessed participation in Garrettsville, O. mail train robbery of 11/7/35, involving Karpis, Campbell, and one Sam, identity unknown, and Fred Hunter; Sam Coker was to have been a participant; Milton Lett purchased Plymouth sedan; Joe Roscoe of Toledo, O. financed job; conference held at home of Edith Barry, Toledo, O. about 11/5/35 to plan job; following job John Zetzer, Port Clinton, O., with stolen money purchased plane and flew Karpis and Hunter to Hot Springs, Ark., and Brock to Tulsa, Okla. Night preceding holdup members of mob stayed at farm of Clyde Rochat, Newton Falls, [redacted] contact for Karpis and Hunter, on 3/26/36 en route to Cleveland Bureau office arrested by post office inspectors who immediately learned of his mission, but deferred advising Cleveland office until [redacted] indicated he desired presence of FBI representative before he talked. [redacted] furnished Special Agent in Charge Connelley with location of Karpis near Hot Springs, Ark. and subsequently advised of farm visited by Karpis and Grace Goldstein near what he thought was Warsaw, Texas. On 4/10/36 [redacted] voluntarily proceeded with Bureau Agents to Hot Springs, Ark. in order to contact Grace Goldstein. Edith Barry, Toledo, O. interviewed by Special Agent in Charge Connelley. Tap on her telephone being continued. Telephone tap and observation perfected on 42nd Street Cafe of Joe Roscoe at Toledo, O. Ted Angus, Toledo, O. states is endeavoring to secure information as to fugitives. Joe Rich, Canton O., apparently contact for Karpis, the latter thought to have been with Rich, 1/16/36, 20/36, inclusive. John

wire tapping
Lack of cooperation on part of post office inspectors

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39 APR 5 1965

Approved:

J.P. MacFarland
Special Agent in Charge

- 3 - Bureau
- 2 - Cincinnati
- 2 - Detroit
- 2 - Okla. City
- 2 - San Antonio

- 2 - St. Paul
- 2 - Chicago
- 2 - Pittsburgh
- 2 - Little Rock
- 2 - Dallas

4 - Cleveland

INDEXED
field office.

APR 30 1936

7-576-1091
APR 25 1936
U.S. DEPARTMENT OF JUSTICE

7-576-10916 only

Mr. John Stover

~~Zetzer~~ aviator, Port Clinton, O. admits flying Karpis, Hunter and Brock to southwest on 11/8/36, however, denies knowing identity at time, claiming received only \$500 for trip. ~~John Stover~~ and wife, with party thought to be Grace Goldstein, arrived airport, Canton, O., 1/20/36 from Hot Springs, Ark. and 1/21/36 party left with additional passenger, no doubt Karpis, for Hot Springs, Ark., Karpis and Goldstein woman being brought to airport by Joe Rich. Post office inspectors contemplate distribution of large placards offering large reward for Karpis, Campbell and other participants in Garrettsville, O. train robbery. Plants being maintained at home of [REDACTED], Youngstown, O. and Rochet farm, Newton Falls, O. Brock reported to have stated Guy Tibbles, near Port Clinton, O., a contact for mob; also ~~Gordon Square Hotel~~ and roadhouse, ~~Three Sisters~~, Cleveland, O.; that Smoky ~~Sherkey~~, ~~Harvard Club~~; makes trip to Toledo, O. for Karpis; further that Karpis and Campbell participated in ~~Warren, O. mail robbery~~ of 4/24/35, for which two innocent men now stand convicted. Indications are post office inspectors predicate their refusal to permit Brock to be interviewed by FBI because of his confession of Warren, O. job. Hunter reported to have gambling connections vicinity Detroit, Mich., and Pittsburgh, Pa. Efforts being made to ascertain whereabouts of Marie Taylor Stormans, Toledo, O., who may be associated with Campbell as his wife.

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REFERENCE:

Report of Special Agent E. J. Wynn, Cleveland, Ohio, dated 2/13/36; report of Special Agent W. B. O'Mahoney, Cleveland, Ohio, dated 3/10/36.

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[REDACTED] Ridgewood Drive, Youngstown, Ohio, it will be recalled, has been previously mentioned in report of Special Agent [REDACTED] said report containing information that [REDACTED]

On March 25, 1936, upon instructions received from Special Agent in Charge E. J. Connelley at Chicago by long distance telephone, to contact [REDACTED] for the purpose of endeavoring to make a confidential informant of him, Special Agent W. B. O'Mahoney and the writer proceeded to Youngstown, Ohio and contacted [REDACTED] at his home. He identified the photograph of Karpis as being an individual known to him as Ray Miller, and he also identified the photograph of Fred Hunter, stating that he had known Hunter for some four or five years, and that they had been engaged in gambling activities in the vicinity of Youngstown, and that Hunter has used the alias of King. He also identified the photograph of Milton Lett, as being an individual known to him as "The Kid." He stated that in October, 1935, Fred Hunter came to his home accompanied by an individual whom he introduced as Ray Miller (Karpis); that Karpis and Hunter stayed at his home at that time for some few days. [REDACTED] at that time drove Fred Hunter to Cleveland, on which occasion, at a Cleveland hotel, Hunter introduced [REDACTED] to Milton Lett, introducing the latter as "The Kid"; that during this period in October [REDACTED] drove Fred Hunter to Akron, Ohio, where Fred Hunter contemplated purchasing an automobile, and that while they were at the automobile agency they saw "The Kid" and [REDACTED] and "The Kid" stood on the corner near the Portage Hotel where they conversed, while Fred Hunter went to Jack Handy's for the purpose of buying gambling equipment; that [REDACTED] and "The Kid" were picked up on a suspicious person charge and taken to the police station, and that later that day he, [REDACTED] was released and he returned to Youngstown, at which time Miller (Karpis) was in the house and he, [REDACTED] told Karpis of the arrest at Akron. Later that day Fred Hunter returned to [REDACTED] home from Akron.

[REDACTED] further stated that in January, 1936, the person then known to him as Ray Miller (Karpis) and Fred Hunter, returned to his home, at which time they stayed a few days; that they came to his home in a Ford coupe, bearing Kentucky license plates, which was being driven by Fred Hunter; that upon leaving his home they left a suitcase and some laundry, stating that they would return some time in the future.

[redacted] voluntarily permitted Agent O'Mahoney and the writer to examine the effects which he claimed Miller (Karpis) and Fred Hunter left at his home. There was a suitcase, a suit of clothes, apparently belonging to Hunter, a number of shirts, size fourteen with thirty-two and thirty-three sleeve length, bearing laundry mark, "F. K." and also a number of medicine bottles. The medicine bottles were forwarded to the Technical Laboratory of the Bureau by letter dated March 26, 1936.

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It appearing that [redacted] was in possession of more pertinent information than that which he had given, he was propositioned with reference to reporting to the Cleveland office, to which he agreed, but stated that he had no money to make the trip, whereupon he was furnished with \$5.00 and he promised to be in the Cleveland office at one P. M. on March 26, 1936. However, he failed to appear. On the night of March 26, 1936, Special Agent in Charge E. J. Connelley, Special Agent W. B. O'Mahoney and the writer proceeded to Youngstown, Ohio for the purpose of endeavoring to locate him. Inquiry was made of his wife, who stated that he had left home that morning and she advised the writer that it was her impression that he was to meet the writer that day, and she further advised that she did not know just when he would get home.

The following investigation was conducted by Special Agents E. J. Dowd and W. B. O'Mahoney, which information obtained explains the reason for the failure of [redacted] to appear at the Cleveland office:

As instructed by Special Agent in Charge E. J. Connelley, Agent E. J. Dowd, accompanied by Agent W. B. O'Mahoney, proceeded to Youngstown, Ohio, on the morning of March 27, 1936, to locate and interview [redacted] confidential informant, who failed to appear at the Cleveland Bureau office on the morning of March 26, 1936. At the home of [redacted] located about five miles southwest of Youngstown at a place called Ridgewood in Boardman Village, address, 134 Ridgewood Drive. Agents interviewed [redacted] who advised that her husband returned home late on the night of March 26, 1936, and left home early on the morning of March 27, 1936; that he did not say where he was going, but she presumed he was loafing around the square, downtown at Youngstown, and probably would return for lunch or his evening meal. Agents observed that [redacted] car was in the garage, and as it was possible that [redacted] might be in the house, attempting to evade being interviewed, Agents informed [redacted] that they would return later, and requested that she inform [redacted] to remain at home. In the meantime, Agents drove to a side road and parked the Bureau car at a place where they could observe anyone going in or out of the [redacted] house and driveway. About ten minutes after Agents interviewed [redacted] a 1936 Ford four-door sedan, bearing 1935 Ohio license plates Y 61 N, drove by the Bureau car in which Agents were seated. There were two men in the Ford car, one of whom aroused suspicion by reason of the fact that he apparently failed the first time to get the license number of the Bureau car, as this man was seen to look back, just as the Ford turned the corner, a short distance away. Agents decided to abandon the spot where the observation was taking place, and

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inasmuch as it was possible that the post office inspectors had a plant in the vicinity of [redacted] home, or a confidential informant who might have advised them of Agents' visit to the [redacted] home, Agents drove the Bureau car to downtown Youngstown, where the car was placed in a parking lot, after which Agents visited several pool halls and places near the square in an effort to locate [redacted]. It was also decided to check the cars in front of the post office building and parking space allotted to post office employees, having in mind that the car referred to above might have been operated by one or more post office inspectors. In a space alongside the mailing platform of the post office, Agents observed the same Ford VS sedan, bearing 1935 license plates Y 61 N. After covering other places where [redacted] might visit, and after contacting [redacted] again, without finding [redacted] it being evident, however, from conversations with [redacted] that she probably knew of his whereabouts, inasmuch as she stated that he left the house the same morning with two men, it was decided to communicate with the Cleveland Bureau office and report developments. In the meantime Agent Dowd received a telegram requesting that he immediately telephone the Cleveland office.

In a telephone conversation with Special Agent in Charge J. P. MacFarland, shortly after five P. M., March 27, 1936, he advised Agent Dowd that Post Office Inspector Hettrick telephoned him from Youngstown to the effect that the post office inspectors had [redacted] in custody, and they were aware that two of the Bureau Agents were conducting investigation at Youngstown and had [redacted] home under surveillance, and inasmuch as they believed [redacted] could furnish information as to the present whereabouts of Alvin Karpis, Agent Dowd was requested to communicate with the post office inspectors in their office at Youngstown, Ohio.

Agent Dowd telephoned Post Office Inspector Hettrick, and at his invitation visited the office of the post office inspectors with Agent O'Mahoney, at which place Agents were introduced, there being in the room at the time Post Office Inspectors S. J. Hettrick, E. D. Claggett, H. W. Tavener, Jess Cordrey, and W. R. Briggs, Post Office Inspector in Charge of the Cincinnati Division, also Joe Anderson of the Kansas State Police, Mark Mock and William Sowers of the Ohio State Highway Patrol.

Mr. Briggs advised this Agent that his men had taken [redacted] into custody the day before, March 26, 1936, and were holding him for questioning, the result of which developed that [redacted] indicated that he could furnish definite information as to the whereabouts of Alvin Karpis, but before doing so desired to have representatives of the Post Office Department and this Bureau present, for the purpose of seeing what proposition they had to offer him. Agent Dowd inquired as to the whereabouts of [redacted] and Mr. Briggs replied, "He is not under arrest, but we have him in tow, and at the proper time will produce him", whereupon Agent Dowd advised Mr. Briggs that he had nothing to say in the matter, but would immediately telephone to Special Agent in Charge MacFarland, who probably would be able to locate and communicate with Special Agent in Charge E. J. Connelley.

Upon being introduced to Joe Anderson, Agent Dowd immediately identified him as one of the men who was in the Ford V8 sedan, bearing Ohio license Y 52 N. Anderson smiled and admitted that he was the same person, stating that the car used was his property, but bore a fictitious license plate, which would be hard to check, but that he had noted the license on the Bureau car and had checked it. Sergeant Mark Mock of the Ohio State Patrol, with headquarters at Massillon, Ohio, admitted that he was also in the car with Anderson, and intimated that it was an easy matter for him to check the license number on the Bureau car.

The result of the interview by Agent Dowd and Agent O'Mahoney in the office of the post office inspectors was transmitted by Agent Dowd to Special Agent in Charge MacFarland of the Cleveland office, at the same time advising him that Post Office Inspector in Charge Briggs intended to depart for Cleveland, Ohio, on an early morning train and would be pleased to see Special Agent in Charge Connelley at the Cleveland Bureau office. Special Agent in Charge MacFarland telephoned Agent Dowd that he had succeeded in locating Special Agent in Charge Connelley, and that it was agreeable for Post Office Inspector in Charge Briggs to call at the Cleveland Bureau office at nine A. M. on March 28th, that in the meantime Agents of this Bureau should join with the Post Office Inspectors in covering the home of [redacted] during the night and continue to do so until further notice. Arrangements were made whereby Special Agents O'Mahoney and Malone should remain in the home of [redacted] on the night of March 27th. With them at the time, assigned by Post Office Inspector in Charge Briggs, were Joe Anderson, Post Office Inspector Jess Cordrey, and Mark Mock of the Ohio State Highway Patrol.

The surveillance was commenced about 10:30 o'clock on the night of March 27, 1936, when [redacted] was produced by the post office inspectors, who evidently had him in custody at the U. S. Marshal's office on the third floor of the Post Office Building, where John Brock was also being detained with much secrecy. Agent Dowd asked [redacted] why he failed to put in an appearance at the Cleveland Bureau office. He replied that he left his house on Thursday morning, March 26th, and while on his way to Cleveland, Ohio, he was picked up by about twelve men, one of whom accused him of being a mail robber; that he was taken to the Youngstown police station, where, on three different occasions he was placed in the show-up and viewed by witnesses; that he had protested to the men who had him in custody that he was on his way to the Bureau office at Cleveland, and exhibited to the men a piece of paper bearing the name of Special Agent E. J. Wynn and the address of the Cleveland Bureau office and the original \$5.00 bill that had been given to him by Agent Wynn to cover transportation.

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The following memorandum has been submitted by Special Agent in Charge J. P. MacFarland.

At 4:30 o'clock in the afternoon of March 27, 1936, Post Office Inspector S. J. Hettrick, from Youngstown, Ohio, called and advised that they, the post office inspectors, had picked up a man, whom they believed the Bureau was desirous of interviewing and questioning; that to his knowledge Special Agents of this office were maintaining a surveillance on the home of [redacted] that they had a good story and believed we would be very anxious to hear it; further, that Mr. Briggs, the superior of Mr. Hettrick, was present in Youngstown and wanted to communicate with Special Agent in Charge E. J. Connelley with reference to the circumstances surrounding their having [redacted] in custody. Mr. Hettrick was informed that it would be impossible to communicate at that time with Mr. Connelley, but according to advice received from Mr. Connelley, Mr. Briggs could contact Special Agent in Charge Connelley on the morning of March 28th at the Cleveland office to which, through Mr. Hettrick, Mr. Briggs stated that it would be agreeable with him to interview Mr. Connelley as suggested.

Later in the afternoon of March 27, 1936, Special Agent E. J. Dowd, from Youngstown, Ohio, telephonically communicated with the writer advising that an arrangement had been worked out with the post office inspectors to work with them on maintaining a surveillance of the home of [redacted] that confidential information had been received from [redacted] to the effect that the gang, Karpis and Campbell, had been planning a stickup near Youngstown, in the amount of approximately \$500,000; that Harry Campbell was now married again and residing near Youngstown; that the gang was "broke" and was "casing" this job to be pulled about April 1, 1936, in the vicinity of Youngstown; further, that the post office inspectors were holding [redacted] in custody and that it was not possible to personally interview him for further details regarding the job planned by the gang. Agent Dowd, however, stated that it had been learned that Karpis and Campbell were expected back to Youngstown, either tonight, March 27th, or March 28th, within the next few days to line up the intended job and that it was advisable to work along with the post office inspectors in maintaining the surveillance, even though the inspectors had ten men there of their own to take care of the situation.

Upon conferring with Special Agent in Charge Connelley, in accordance with his instructions, the writer informed Special Agent E. J. Dowd, over the long distance telephone, that Agents Malone and Wells were immediately proceeding to Youngstown with equipment necessary to take care of all four Agents: Malone, O'Mahoney, Dowd and Wells, for use in the surveillance being maintained, and would meet him at the Todd House, Youngstown, upon arrival.

At 7:20 P. M. on March 27, 1936 the writer telephonically communicated the foregoing information to the Bureau in order that the officials at headquarters would be entirely familiar with the existing situation in this district.

On the night of March 29, 1936 Special Agent in Charge E. J. Connelley interviewed [redacted] at Youngstown, Ohio, and the results of his interview, which resulted in information as to the location of Alvin Karpis, near Hot Springs, Arkansas, will be reported by Special Agent in Charge E. J. Connelley.

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The following investigation was conducted by Special Agent E. J. Dowd with reference to the setup at [redacted] home:

On March 28, 1936 Special Agent E. J. Dowd talked with Special Agent in Charge E. J. Connelley at Cleveland and reported developments to him, and was instructed to check on persons in the vicinity of [redacted] home, and rent a house, placing two Agents in it, and a two-way radio, so that close contact and observation could be made on the [redacted] house, where other Bureau Agents had taken up surveillance.

Agent Dowd, in company with Special Agent D. E. Wells, made a discreet investigation in the vicinity of [redacted] home. Agents ascertained that Frank R. Kyle, residing at 68 Ridgewood Drive was a high class citizen and acquainted with everyone in the vicinity of [redacted] home. Under the pretext of buying real estate, Agent Dowd interviewed Mr. Kyle and discussed the various properties in the vicinity. Mr. Kyle stated that he owned his own home at 68 Ridgewood Drive, which was not for sale; that the property at 116 Ridgewood Drive was owned by Edgar Sloan, salesman; the property at 120 Ridgewood Drive was owned by Waldeman A. Nischwitz, a music teacher; the property at 128 Ridgewood Drive was owned by Harold E. Kerr, a dentist, who lives with his mother, and who has an office in the Home Savings and Loan Building; the property at 134 Ridgewood Drive, where [redacted] confidential informant, lives, is owned by a man who operates a gasoline station and purchased the property under foreclosure from a bank at Youngstown. Mr. Kyle advised that Edgar Sloan and Waldeman A. Nischwitz were considered high class neighbors; that he knew very little about Dr. Kerr except that he was a practicing dentist, and he knew nothing about [redacted] and family, whom he stated moved into the house they now occupy about a year ago. In making observation of the most ideal house in the vicinity in which to set up a plant, Agents decided that a house directly north, and behind [redacted] house, was the Stine home located at 141 Wolcott Drive. The rear of the [redacted] house faces the rear of the Stine home, and both houses are built on the same plot of ground. To the west of both houses is an open field, southwest of both sites is a small grove, and northwest of the [redacted] property, about a quarter of a mile, there is a private landing field for airplanes.

Mr. Kyle advised Agent Dowd that the property at 141 Wolcott Drive is owned by Mrs. James E. Stine, who lives there with her husband and two children; that Mrs. Stine is said to have inherited quite some money through the death of her former husband; that James E. Stine, her present husband, is a foreman employed at night in the Youngstown plant of the Republic Steel Company. According to Mr. Kyle, the Stines bear an excellent reputation and are known to keep to themselves.

A check of the directories and post office revealed that the above named persons reside at the places described above.

James E. Stine and his wife were interviewed by Agents Dowd and Wells. Mr. Stine stated that he has been in the employ of the Republic Steel Company for the past twenty-five years, and was at one time in the employ of the Bell Telephone Company, was a former honorary deputy sheriff, and a radio expert. Mr. Stine advised that it was a pleasure for him to be of service to the Government, and readily agreed to allow Agents of this Bureau, and post office inspectors, to occupy the rear two rooms on the second floor of his home for an indefinite period of time. In this connection he stated that he could arrange to furnish meals. The premises were rented at the rate of \$1.00 per man per day, meals extra. About 5:30 P. M. on Sunday, March 29, 1936, Special Agents O'Mahoney and Wells and Post Office Inspector Tavener, moved into the Stine house, and immediately a two-way radio was set up in the [redacted] and Stine homes, the sending set being placed in the [redacted] house and the receiving set in one of the rooms occupied by Bureau Agents in the Stine house.

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With reference to the pickup of [redacted] by Post Office Inspectors subsequent to the time [redacted] had been interviewed by Special Agent E. J. Wynn, Inspector Hettrick, on April 10, 1936, while talking with Special Agent in Charge E. J. Connelley and the writer, advised that at that time he did not have the home of [redacted] under surveillance. At the time he was picked up on March 26, 1936, [redacted] advised that he was en route to Cleveland to interview the writer, and as a matter of fact the writer's name was found on a slip of paper in the possession of [redacted]. There was also found on [redacted] a \$5.00 bill; that after the pickup of [redacted] the post office inspectors did not immediately call the Cleveland office, but held [redacted] for interrogation and the Cleveland office was called when it appeared that [redacted] did have pertinent information, but would not release same to the post office inspectors until some representative of the Department of Justice was present. In this connection Inspector Hettrick stated that as soon as [redacted] was picked up and it was ascertained that he was en route to Cleveland, he realized that there was a conflict of endeavors between the Bureau and the post office inspectors.

The following signed statement, dated April 1, 1936, was secured from [redacted] the original of which is contained in the Cleveland office file:

Youngstown, Ohio
April 1, 1936.

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"I, [redacted] do make the following statement freely and voluntarily to W. L. Farrell, who I know to be a U. S. Post Office Inspector, and Tyler M. Birch, who I know to be a Special Agent of the Federal Bureau of Investigation, U. S. Department of Justice.

"I have resided in Youngstown, Ohio for about seven years and about one year at my present address: 134 Ridgewood Drive, Youngstown, Ohio. I am a sheet metal worker and have not been employed in that work for about eight months past. I am forty-three years of age, married to [redacted] and have two children: [redacted] age nineteen, and [redacted] age fourteen. I have never been arrested, and since I have been unemployed, I have lived partly by gambling.

"I have known Fred Hunter for about three years and through him on or about March 1935 met Ray Miller. In March 1935 Ray Miller stayed at my house, 134 Ridgewood Drive, Youngstown, Ohio, one night. At this time he was brought to my house by Fred Hunter. I did not see Ray Miller again until some time in June 1935 when Fred Hunter brought him to my home again at which time Miller stayed two or three days. Miller was at my house a couple of times between June and October 1935, at which time he stayed two weeks, or a little longer. Hunter was with Miller, and each of them paid me \$15 per week room and board. Occasionally they bought extra food. In December 1935 Miller asked me to bring his 1935 Terraplane coupe to him at Hot Springs. My wife and I drove the car to Hot Springs, and I registered at the Arlington Hotel under my right name. I think I arrived there about December 15, 1935, and the same day Miller contacted me. He was alone. I financed myself on this trip. I stayed in Hot Springs about five days and at Miller's suggestion drove his Terraplane coupe back to Youngstown, Ohio, arriving here before Xmas 1935. I did not see Miller again until about January, 1936, when he again came to my house, making the trip from Hot Springs, Arkansas in a plane. In the meantime I was having some trouble with some Italians regarding some gambling activities, and Miller made arrangements for one Johnny, last name unknown, to take me to Hot Springs, Arkansas, in a plane. Three of us, Johnny, myself and a woman unknown to me, but who I think was a friend of Johnny's, went; I really think the woman was Johnny's wife. I did not pay anything to Johnny, as the trip from Youngstown, Ohio to Hot Springs, Arkansas was the return portion of a round trip arranged for and paid by Miller.

Johnny's

"Upon arriving in Hot Springs I registered at the Majestic Hotel under the name of Arthur Miller and was contacted by Miller about five days later, and I then moved to a tourist camp, because it was cheaper. At Miller's request I purchased a 1936 maroon colored Buick sedan for him under the name of C. O. Sullivan. Miller gave me about \$1100 in \$100 bills to pay for this car. I do not remember the name of the Buick agency, but it is the only one in Hot Springs, Arkansas. The dealer made arrangements for the issuance of 1936 Arkansas tags. Miller was not with me during any of the negotiations for the car. Miller and I saw an advertisement in the Hot Springs papers of a furnished house for rent. We both looked at it. I rented it under the name of [REDACTED] for Miller, who put up \$240 for six months' rent, which I paid in advance.

"After renting the house I stayed at the tourist camp about a week or ten days visiting with Miller daily. Miller lived at the farm with a girl by the name of Grace Goldstein. During the last week that I was in Hot Springs I read a story in the Red Book magazine by Melvin Purvis, and in this story, I saw the picture of a man that I thought resembled Miller. The magazine picture showed that this man's name was Alvin Karpis and that he was wanted by the Federal Bureau of Investigation for the Bremer kidnaping in St. Paul.

"I returned home on the railroad, paying the fare of about \$40 out of my own pocket. During the time I knew Karpis as Miller he did not pay me in excess of \$300 over a period of one year. When I returned to Youngstown I sent Karpis a telegram to the effect that I had arrived home safely. I knew that Fred Hunter was an ex-convict, having served time in a penitentiary. During the time I knew Karpis and Hunter they told me that they were gamblers, and they carry a catalogue of gambling equipment with them and a variety of dice.

"I have never seen Karpis gamble for more than \$10.00. Hunter gambles more than Karpis.

"Since Agent E. J. Wynn of the Federal Bureau of Investigation talked to me on Thursday, March 26, 1936, I have made no effort to communicate with Karpis, Hunter or anyone who would communicate with them or warn them. I do not know Harry Campbell and have never seen him to know who he is. I have heard Karpis and Hunter talk about one George, and on one occasion I took Karpis to Toledo to see a man. I stayed in my car and do not know who this man was. I have no reason to believe the man Karpis went to see was Campbell. The only other man I have known Karpis or Hunter to associate with was "The Kid." I have been shown a picture of Milton Lett and have identified the picture of Lett as the man I know as "The Kid."

"I have made the foregoing statement freely and voluntarily and have read it carefully and to the best of my knowledge it is the truth.

WITNESS:

(Signed) [REDACTED]

T. M. Birch, Special Agent
Fed. Bureau of Inv., U. S. Dept. of Justice
1448 Standard Bank Bldg., Cleveland, Ohio.

W. L. Ferrell Geo. F. Ulch
Post Office Inspectors
Ashland, Ky. Fremont, Ohio

Lee F. Malone, Special Agent
Federal Bureau of Investigation
U. S. Department of Justice
1448 Standard Building
Cleveland, Ohio."

It is to be noted that this statement indicates that Special Agent E. J. Wynn interviewed [REDACTED] on March 26, 1936. This is an error, and that part of the statement which reads that [REDACTED] was interviewed by Special Agent E. J. Wynn on Thursday, March 26, 1936, should read that interview took place on Wednesday, March 25, 1936.

On April 4, 1936 at the Cleveland Bureau office, [REDACTED] was interrogated by Special Agent E. J. Wynn, at which time he stated that he first became acquainted with Fred Hunter about three years ago around chicken fights at Warren, Ohio; that in March, 1935, Fred Hunter first brought Ray Miller (Karpis) to his, Hall's, home, about three A. M. and they left about six A. M. At this time Fred Hunter was driving a Ford coupe; that in June or July, 1935, they again came to his home in the afternoon, at which time they stayed a few days. Fred Hunter was driving a new Ford coupe with Kentucky plates; that at this time Hunter and Miller (Karpis) would leave and be gone practically all day, but would come home and stay at his, [REDACTED], house over night; that he recalls at that time they talked about being in the state of Maine, where the weather was somewhat cold, even though it was summer; that Fred Hunter and Ray Miller (Karpis) dropped in and out of his home a couple of more times that summer; that in the fall, a few days before the Baer-Lewis heavyweight championship fight, Hunter came by and stated that he was going to the fight; that on October 16th or 17th, 1935, Hunter and Miller (Karpis) came to his home and stayed about two weeks; that they would generally be gone all day and would return at night, and they would state that they were going "to town."

[redacted] stated that on one occasion he drove Fred Hunter to Cleveland, and there he met an individual whom he now identifies as Milton Lett; that he was introduced as "The Kid;" that he drove back to Youngstown, upon being advised by [redacted] that the latter had several people; that on or about October 19, 1935 [redacted] drove Fred Hunter to Akron, Ohio, for the purpose of purchasing an automobile, and while they were there they observed "The Kid" in the office of the automobile agency, and that all three walked out of the agency and Hunter advised that he was going to Jack Handy's to buy some gambling equipment, and [redacted] and "The Kid" proceeded to the corner at the Portage Hotel, where they were picked up by the Akron police; that on this occasion Fred Hunter bought a second hand Ford coupe at Akron; that after the purchase of this car there were in [redacted] home the practically new Ford coupe and the second hand coupe, and at such times as Miller (Karpis) and Hunter would leave they would take both cars; that on one occasion, shortly after the purchase of the second hand coupe, they left in that manner and came back with a new Ford coupe, and Hunter stated that they had disposed of the other car; that thereafter Miller (Karpis) showed up at his home with a new Terraplane coupe that finally after they had remained at his home for about two weeks, they left in the Ford coupe of Fred Hunter. b7c

[redacted] further stated that as he recalled, about December 10th or 12th, 1935, he received a telegram from Ray Miller (Karpis) from Hot Springs, Arkansas, advising him to drive the Terraplane coupe to Hot Springs and to register at the Arlington Hotel under his right name, and also advising that he could bring his wife; that he proceeded to Hot Springs and registered at the said hotel and remained for about a week; that at this time he spent some time with Grace Goldstein and that he saw Fred Hunter at Hot Springs, and also Ray Miller (Karpis); that Ray told him to drive the Terraplane back to Youngstown and to store it at the Manning-Marino garage, which he did. He stated that on January 14, 1936, Ray Miller (Karpis) arrived at Youngstown, Ohio from Hot Springs, Arkansas, by airplane and came to stay at [redacted] home; that on January 15, 1936 he drove Miller (Karpis) to Toledo, inasmuch as Miller (Karpis) stated he wanted to see a party there; that he remained parked while Karpis went to see the individual; that on January 16, 1936 he drove Miller (Karpis) from Youngstown, Ohio to Canton, Ohio, leaving Miller (Karpis) out of the car at 3rd and Cherry Streets, and at that time Ray told him to proceed to Youngstown, and to fly back to Hot Springs in the plane which he, Miller (Karpis), had available at Youngstown, and to register at the Majestic Hotel, which he did; that after he had been registered at this hotel for four or five days he was contacted by Ray Miller (Karpis); that after he was contacted by Miller (Karpis) he was taken to the place where Ray Miller (Karpis) and Grace Goldstein lived, which he described as being a furnished stucco bungalow on the road from

Hot Springs to Little Rock; that one proceeds on the highway from Hot Springs to Little Rock, and about the end of the street car track in Hot Springs one makes a left turn and proceeds four to six blocks; that Ray Miller (Karpis) was living at this house under the name of Ed Woods; that Miller (Karpis) at this time was desirous of purchasing an automobile and he, [REDACTED], made the rounds of all the automobile agencies securing pamphlets on cars and finally Miller (Karpis) decided on buying a Buick and gave [REDACTED] the money, explaining to him at that time that he did not wish to run into Chief Akers; that at this time he met Fred Hunter, on only one occasion; that he remained at Hot Springs on this visit for about a month, and returned home by train; that shortly before he returned home, he picked up a Red Book magazine in the home which was occupied by Ray Miller (Karpis) and Grace Goldstein, and there saw a photograph of Alvin Karpis, and at that time realized that the person whom he had known as Ray Miller was in fact Alvin Karpis; that at this time he also arranged for the lease on the premises, subsequently occupied by Miller (Karpis) near Hot Springs. 57c

On April 9, 1936 at the Cleveland Bureau office, [REDACTED] was further interrogated, at which time he stated that on the occasion of his driving Miller (Karpis) from Youngstown to Canton on January 16, 1936, Miller (Karpis) got out of the car at 3rd and Cherry Streets, S. W., which is one block from the house of prostitution operated in that city by Joe Rich; that on this occasion Miller (Karpis) specifically instructed [REDACTED] to go back to Youngstown and take the airplane which he had there, the same airplane in which he had arrived at Youngstown on January 14, 1936, from Hot Springs, back to Hot Springs and that upon arrival there he was to call Grace Goldstein on the telephone and instruct her to proceed by the same airplane to Canton, Ohio where she should register at the Onesta Hotel where she would be contacted by him, Miller. It is to be noted that this information is in direct conflict with that information previously furnished by John Stover, wherein he indicated that Grace Goldstein did not make a return trip to Canton, and it will be pointed out subsequently in this report, there is definite reason to believe that Grace Goldstein did fly from Hot Springs to Canton, Ohio on January 20, 1936 with John Stover, and the latter's wife, and that on January 21, 1936, Stover and Mrs. Stover, Grace Goldstein and Alvin Karpis, flew from Canton, Ohio in Stover's plane to Hot Springs, Arkansas. Also more detailed reference will be made subsequently in this report to Joe Rich of Canton, Ohio.

The following was submitted by Special Agent E. J. Dowd:

On March 30, 1935, as instructed by Special Agent in Charge J. P. MacFarland, Agent Dowd interviewed [redacted] with a view of securing from him information as to any contacts he knows of that Karpis might have in Hot Springs and Little Rock, Arkansas. With much hesitancy, [redacted] advised that the only real contact Karpis has is his woman, whose name is Grace Goldstein, and who operates the ~~Hatteria Hotel~~ at Hot Springs, Arkansas. b
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[redacted] stated that he, himself, is the other contact, as he, [redacted] purchased the Buick sedan for Karpis at Little Rock, Arkansas under the name of C. O. Sullivan and rented the place for Karpis near Hot Springs, Arkansas. [redacted] suggested sending a telegram to Grace Goldstein as follows, "Business conditions very bright. Will let you hear from me later." On receipt of this telegram by Grace Goldstein, according to [redacted] she will immediately contact Karpis, and he will understand the meaning of the first four words, which are the only important ones considered in the telegram, meaning, "Keep away from Youngstown. Things are hot here." In the event that Karpis had temporarily disappeared, and Grace Goldstein had not been picked up, [redacted] stated that by keeping her under constant surveillance, she would eventually contact Karpis, and in this manner, it would be an easy matter to apprehend him. [redacted] claimed that he believed Karpis would either go to Toledo or come to Youngstown, Ohio. [redacted] did not know the name of the contact in Toledo, although he stated that on January 15, 1936 he drove Karpis to Toledo, Ohio to a business section, where the car was parked; that Karpis told [redacted] to remain in the car, while he walked across the street and entered a building where there were a number of stores. [redacted] could not remember the name of the street or building, but stated that he probably could locate it if taken to Toledo.

Special Agent E. J. Dowd also ascertained from interrogation of [redacted] that the latter has a definite understanding that Karpis will be back in Youngstown about April 14th or 15th, and will come directly to his house, however, [redacted] was unable to explain just how he was so sure that Karpis would be back.

On April 8, 1936 Special Agents Malone and Birch, while interrogating [redacted] at his home at Youngstown, Ohio, receiving information from him that on the occasion of his last visit to Hot Springs he recalled that Fred Hunter was driving a 1936 blue-black Chevrolet with Texas plates.

On April 5, 1936 [redacted] advised Special Agent in Charge E. J. Connelley, that it was his recollection that Karpis and Fred Hunter possibly had a hangout on some farm near Warsaw, Texas, inasmuch as he had

heard Karpis and Grace Goldstein talk about having a black, Great Dane dog, which Karpis gave to Grace Goldstein, on a farm in the vicinity of Warsaw, Texas. This matter is to be reported in detail by Special Agent in Charge E. J. Connelley, who, immediately upon receiving this information, contacted the Dallas Bureau office, requesting that office to conduct appropriate investigation in the vicinity of the two towns by the name of Warsaw in Texas. On April 7, 1936 Special Agent T. M. Birch, who is on a plant in the home of [redacted] ascertained while talking to [redacted] that on one occasion while the great Dane dog was on the farm near Warsaw, Texas, the dog ran into a Texas Ranger by the name of McCormick. This information was immediately conveyed by teletype to the Dallas office, and the request made that that office contact Ranger McCormick. At a later date, Special Agent Dowd talked with [redacted] who stated that he was not sure that the person into whom the dog ran was a Texas Ranger, but possibly may have been a game warden. A teletype dated April 11, 1936 was dispatched to the Dallas office requesting that office to interview all Texas Rangers, game wardens and deputy game wardens in the vicinity of the two towns named Warsaw, Texas, for the purpose of ascertaining definitely whether any of these individuals recall a great Dane dog in the vicinity.

The following investigation with reference to the search of the home of [redacted] was conducted by Special Agents J. M. Madala and Lee F. Malone:

On April 4, 1936 Special Agents Madala and Malone, on duty in the [redacted] home, with permission of the [redacted] made a search of the trunk left there by Karpis, or Fred Hunter. The following information was developed:

One hat box containing four hats. Box and hats described as follows: "Hats for discriminating men", Welch's Toggery, Hot Springs, Arkansas. Markings on box: Capital letter "A" marked in red. Color indicating goods as chestnut. Lot #29545, style #22. In general capital RTN and capital A. In the box were the following hats: One gray hat, sweat band, "Hatters Royal Cleaners, 730 Central Ave., Hot Springs Nat'l Park. Cleaners No. 8041 on lining; one tan felt hat, make John Stetson, size 6 7/8 "Stetson Twenty." Inside the sweat band is the following number: D737593 - No. 2 1/4 and 202. In pencil appeared numbers 22 and 199. The retail trade mark has been deleted by a penknife; one blue felt hat, make, "Mallory Cravenette", mark B. R. Baker Co., Cleveland, O. to duplicate give color and number 922-501; one gray felt hat, "John Stetson", size 6 7/8, standard quality, retail trade mark, Harry Schwartz, Cleveland, Ohio, duplicate No. E65403.

In a black, brass trimmed Belber trunk was found the following: one gray three piece suit, "Curlee model" NRI manufacture No. EMB 729364 - cleaner's mark in right coat sleeve lining 1815, pants pocket left hip carried size 34. On left hand side pants pocket in ink initials, "HJK." No marks appeared on coat.

One cotton undershirt, make "Wilson Bros." Haberdashery, size 34, laundry mark, "FG."

Two cotton undershirts, labels torn off, or there were none. Laundry mark, "FG."

Two pairs shorts BVDs, size 30, French style, laundry mark "FG."

One pair shorts "Kulls" elastic band, laundry marks HJK and "FG."

One cleaning brush for a pistol.

One Gillett safety kit, two blades "Carlton."

In the laundry boxes were the following articles of clothing:

3 white shirts "Arrow", size 14, sleeve 33, type Hitt Mitoga, laundry Mark, "FG."

1 blue white striped shirt, "Bakers Ambassador" laundry marks FG and HJK.

1 grey check shirt "Arrow Mitoga", size 14, sleeve 32, laundry mark FG.

1 white shirt "Arrow Mitoga," size 14, sleeve 32, laundry mark FG.

1 white shirt "Arrow Mitoga", size 14, sleeve 32, laundry mark FG.

1 white shirt "Dale Mitoga" size 14, sleeve 32, laundry mark FG.

The name of the laundry is the Thorton Laundry and Miracleaning, telephone 40155, Youngstown, Ohio.

On March 28, 1936 Special Agent Lee F. Malone ascertained that on December 5, 1935, [redacted], 134 Ridgewood Drive, RD #4, Youngstown, Ohio, received a postal telegram from Hot Springs, Arkansas signed B. R. Miller to the effect, "Can buy factory site, bring my car and come to Arlington, start tomorrow, wire yes or no." Agent Malone saw the telegram but did not disturb it and it is still in possession of [redacted]

There is a nine months old Great Dane dog at the [redacted] house. The American Kennel Club registration papers filled out by [redacted] indicate that the breeder is Florence H. Thornton, Warner Road, Youngstown, Ohio. The signature of the owner is Harry Wilhide, 514 West Evergreen Avenue, Youngstown, Ohio. The type of dog described is a Great Dane, sex - male, little number 169438, color Golden Tan.

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On April 4, 1936 [redacted] advised Agents Madala and Malone that Ray Miller's (Karpis) car which had been stored in [redacted] garage, and which [redacted] and his wife had driven to Hot Springs, Arkansas, and returned in December, 1935, has been stored in a garage operated by the Hudson-Essex Agency at Youngstown. This agency is operated by Manning-Marino. [redacted] stated that he stored the car shortly after the first of the year, and that "they" would be back to see about it. [redacted] further stated that Ray Miller (Karpis) or Fred Hunter did not know where the car was stored. [redacted] advised that Karpis one time spoke of some springs under the jurisdiction of the Government near Reno, Nevada. He stated he never heard Karpis speak about hunting, but did hear him talk of fishing. In this connection Karpis related one fishing trip made by him in the summer time, stating that it was cool and they lighted a fire most of the time. It ran in [redacted] mind that this was somewhere in the state of Maine. Karpis also stated that he would like to go to the Mardi Gras at New Orleans. He indicated that he would attend this year's Mardi Gras. On [redacted] last visit to Hot Springs he was told by Karpis that Fred Hunter had a new Ford V8 coupe and that Hunter was down south.

In interviewing [redacted] nineteen year old daughter, Agent Malone ascertained that she kept a diary for the year 1936. Notes in this diary definitely indicated that Karpis had been at [redacted] residence on January 14th, 15th, and 16th of 1936. The entry of January 14th was to the effect, "Will wonders never cease, RM came today." For January 15th, 1936, the entry indicated that RM was still there. "Bless him he can't stay too long to suit me." On January 16th the entry indicated that, "RM left with daddy."

The diary was voluntarily turned over to Agent Malone by [redacted], and after being initialed by Agents Malone and Birch, it was made a part of the Cleveland Bureau office file.

In the back of the diary there are the following addresses:
Blanche Lance, RD #4, Youngstown, O.
Mr. and Mrs. Don Scott, 731 Dayton Ave., Hamilton, O.
Miss Lola and Catherine Sargeant, 8 Hawkins Ave., Columbus, O.
Mr. LaRue Sargeant, Old Washington, Ohio
Mr. and Mrs. Paul C. Hall, 700 N. 9th St., Cambridge, O.,
Tel. 31837

[redacted] advised that she did not keep a diary for the year 1935.

On April 5, 1936 [redacted] was taken to Toledo for the purpose of pointing out the location of the place to which he had driven Karpis on January 15, 1936. Details with reference to this trip to Toledo are to be reported by Special Agent in Charge E. J. Connelley.

On April 10, 1936 Special Agents John Madala and W. J. McNulty proceeded from Cleveland, Ohio to Little Rock with [REDACTED] for the purpose of having him contact Grace Goldstein at Hot Springs, in the hope that information might be obtained at this time as to the whereabouts of subject Karpis. b7c

The physical description of [REDACTED] based upon observation of Special Agent T. M. Birch, is as follows:

Age	-	43 years
Height	-	5'11 $\frac{1}{2}$ "
Weight	-	215 pounds
Build	-	Hair
Hair	-	Chestnut brown (curly)
Eyes	-	Hazel
Beard	-	Clean shaven
Complexion	-	Medium light
Scars	-	1" vert. scar lower right lip; 1" vert. scar left center forehead.
Peculiarities	-	Forehead deeply creased; smokes cigarettes
Occupation	-	Sheet mill roller; gambler
Teeth	-	False
Nationality	-	American; English ancestry
Religion	-	Quaker
Address	-	134 Ridgewood Dr., Youngstown, O.
Criminal record	-	None
Fingerprints	-	Forwarded to Bureau 4/7/36

The general situation with reference to the holdup of the mail train at Garrettsville, Ohio, on November 7, 1935, as ascertained by Special Agent E. J. Dowd, through his contact with post office inspectors at Youngstown, Ohio, is covered in the following memorandum submitted by him:

After the Garrettsville mail train robbery on November 7, 1935, witnesses interviewed identified a photograph of Alvin Karpis as the leader of the gang. Investigation was then conducted at Tulsa, Oklahoma and other places in an effort to locate Karpis. Through a confidential informant of Post Office Inspector Hill of Tulsa, Oklahoma, information was received to the effect that Sam Coker left Tulsa, Oklahoma shortly before the Garrettsville mail train robbery and confided that he was going east for the purpose of participating in a mail robbery. Efforts were then made to locate Coker and investigation disclosed that prior to the robbery and subsequent thereto, for a period of twenty-three days, Coker had been confined in the Mercy Hospital at Toledo, Ohio, for treatment for gonorrhoeal rheumatism. Another informant at Tulsa stated that John Brock took Coker's place, and that Brock, a close friend of Burrhead Keady, had given his share of the robbery to Burrhead Keady for safe keeping.

Keady was then investigated and it developed that Keady was absent from Tulsa several days before and after the robbery and the description of one of the men fitted Keady. Through a colored attorney, who represented Keady, and with a threat of disbarment, the lawyer indirectly produced Keady by having him attend the trial of Tom Hill in Kansas. Keady at that time was accompanied by Brock, and both of them were picked up by Joe Anderson, who had them photographed and their pictures rushed to Cleveland, Ohio, where post office inspectors exhibited them to witnesses of the Garrettsville mail train robbery. Brock was identified and eight of the witnesses also identified Keady as the man known as "Sam." Keady was then taken into custody and brought to Cleveland, Ohio. Keady furnished information that led to the apprehension of John Brock at Tulsa, he likewise being brought to Ohio, and is now confined without process in the United States Marshal's office at Youngstown, Ohio.

In the meantime the gambling place of George Hurford at Tulsa, Oklahoma was raided. On the premises there was found a money sack containing approximately \$3,200, consisting mostly of \$20 bills on the Federal Reserve Bank of Cleveland, Ohio. Hurford said the money belonged to Keady, and later, through court action, Keady obtained possession of the same, stating that he received the money from John Brock, and it was to be changed at Hurford's place, Hurford having no knowledge that it came out of the Garrettsville train robbery. Keady also denied knowledge. However, further investigation developed that Keady previously had been attempting to change some of the money elsewhere.

After John Brock had been taken into custody, and questioned, he made a complete confession of his complicity in the robbery and named the other members of the gang and the places visited by them prior to and subsequent to the robbery.

In this connection Brock stated that he substituted for Sam Coker, went to Toledo, Ohio, registered at the Lorain Hotel under the name of T. F. Evans, about November 3rd or 4th, 1935; that Fred Hunter came to the hotel and took him to Edith Barry's place, where a conference was had with Alvin Karpis, Harry Campbell, "Sam", Freddie Hunter and himself, the meeting at Edith Barry's place having been arranged by Joe Roscoe, who furnished "Sam" as one of the mail robbers. Brock said things were hot around Toledo on account of a kidnaping and that the gang decided to move from Edith Barry's place to a furnished apartment at 1805 Adams Street, which was occupied by Alvin Karpis and "Sam." Harry Campbell had a girl at Toledo and remained with her. Brock went back to the hotel. Brock stated that on the night of November 6, 1935, Alvin Karpis and Fred Hunter drove him in a Terraplane sedan from Toledo, Ohio, to Rochet's farm at Newton Falls, Ohio, where Karpis made arrangements for him to stay for the night. This was about 10:30 P. M.; that about two A. M., Harry Campbell and "Sam" arrived there in a Ford coupe, which he believes belonged to Harry Campbell; that the next morning Harry

Campbell, Sam and he had breakfast at Rochet's, and at about 1 P. M. Rochet drove them in the Ford coupe on a cinder road about two miles where they were picked up by Alvin Karpis and Fred Hunter, who were driving a Plymouth sedan. According to Brock, the Garrettsville job was cased by Alvin Karpis and Fred Hunter, the latter having knowledge when employees were paid in the mills at Warren. Karpis and Hunter went over the road at least three times, Sam going with them once. In order to get an accurate mileage, Karpis purchased a 1/16th mile speedometer at Youngstown, Ohio. The distance from Garrettsville, Ohio on dirt roads via Youngstown, Ohio to Port Clinton, according to Brock, was about 197 miles. After the robbery the five who participated, proceeded to a garage operated by John Zetzer, and there rifled the three mail sacks and extracted therefrom mail and registered packages. In one of the packages was \$34,000. The money was divided in Zetzer's garage. John Zetzer was present at the time. After the gang arrived, John Zetzer used a gunny sack to cover the window in the garage. Karpis order the sacks and mail, registered and ordinary, burned in a big stove in John Zetzer's garage. He then told Zetzer to take the ashes out of the stove, place them in the Plymouth sedan and drive the car into the lake. John Zetzer agreed to do so, and that night Alvin Karpis, Brock and Fred Hunter remained at Zetzer's home. Zetzer was paid \$1,000 for hiding them that night and agreeing to dispose of the evidence. He also received \$1,500 with which to purchase a plane. The next morning Zetzer arose early, departed from the house, went to the Port Clinton airport, where he had a black Stinson plane waiting. His brother, Joe, drove Brock, Hunter and Karpis to the airport, where they boarded the plane. Karpis and Hunter got off at Hot Springs, Arkansas, and Brock went to Tulsa, Oklahoma. According to Brock, the gang paid Joe Roscoe \$1,000 for his services.

Burrhead Keady is now in jail at Cleveland, Ohio, in default of bail fixed at \$50,000. Through arrangements made by someone at Tulsa, Oklahoma, Lee Bond, former United States Commissioner at Leavenworth, Kansas, has been engaged to defend Keady, and Lee Bond, who made a personal trip to Cleveland, engaged the services of Mark C. Wolpaw to assist him in defending Keady. This information had previously been ascertained in a discreet manner by Agent Dowd from Assistant United States Attorney Frank Wiedemann at Cleveland, Ohio.

With reference to the address 1805 Adams Street, Toledo, Ohio, mentioned by Brock as a place where various members of the gang stayed shortly prior to the Garrettsville, Ohio mail train robbery, investigation is being presently conducted at Toledo.

The following memorandum submitted by Special Agent John Madala covers certain information telephoned to the Cleveland office by Special Agent E. J. Dowd from Youngstown, Ohio:

Special Agent E. J. Dowd telephoned the Cleveland office at 10:30 P. M. on April 7, 1936 and advised the writer that he had ascertained that the post office inspectors at Youngstown, Ohio, had filed on John Brock under the name of John Robertson at Youngstown, Ohio, charging him with rifling United States mail; that the United States Commissioner set Brock's (or Robertson's) hearing for April 20, 1936, but issued no mittimus on Brock to the United States Marshal; that Brock is still under special guard of the post office inspectors, who are maintaining the expense of his custody; that apparently no publicity was given this matter.

Agent Dowd further stated that John Brock informed the post office inspectors that the loot obtained in the Garrettsville mail train robbery amounted to \$34,000; that this sum was divided in the following manner:

Alvin Karpis	\$5,100
Harry Campbell	5,100
Fred Hunter	5,100
John Brock	5,100
Sam (not identified)	5,100
John Zetzer	1,000 (for disposing of the evidence and a Plymouth auto used in job)
John Zetzer	1,500 (for purchase of plane and trips to Hot Springs and Tulsa, Oklahoma from Port Clinton, O.)
Joe Roscoe	5,000 (which amount was advanced to the gang to finance the robbery.)
Joe Roscoe	1,000 (for services rendered.)

Agent Dowd further stated that he also ascertained from the post office inspectors that they had secured information from one of their informants that Joe Roscoe is aware of Agents' presence in Toledo, Ohio, and the fact that he is being covered by them. In this connection the post office inspectors suggested the possibility that he may have secured this information from John Zetzer, who was recently released by this office.

Agent Dowd also stated that the post office inspectors had likewise learned that Joe Roscoe is implicated in the million dollar ~~mail train robbery at Toledo, Ohio~~ in 1921, however, they had no definite information concerning the same.

Agent Dowd further advised that Brock had informed the post office inspectors that the gang contacts Harry Campbell at Toledo in the following manner: one of the gang, probably Karpis, comes to Cleveland and contacts an ex-prize fighter, whose name is unknown, and is presently employed at the Harvard Club; that this individual then proceeds to Toledo by bus and contacts Joe Roscoe, giving him the message of the gang; that if the ex-prize fighter is unable to locate Roscoe he then contacts Edith Barry at her residence; that Edith Barry thereupon telephones a special taxi driver, who drives her to the place where Joe Roscoe is located; that Edith Barry is at all times aware of the whereabouts of Joe Roscoe; further that Edith Barry never uses her telephone and that all contacts in regard to the gang activities are made by her in person; that if Edith Barry locates Joe Roscoe, she gives him the message of the gang and he, Roscoe, thereupon gets in touch with Harry Campbell and advises him when the gang intends to meet; that this meeting place is usually held in the home of Edith Barry at Toledo.

Agent Dowd further stated that it is his information that Karpis and the boys formerly received money from Shippy Patton and Art Hebebrand, with which to finance their depredations and now secure this money from Joe Roscoe. This is substantiated by the fact that Joe Roscoe financed the gang for the Garrettsville mail train robbery in the amount of \$5,000 as heretofore stated. b
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Agent Dowd further stated that [REDACTED] is still certain that Karpis and/or Fred Hunter will visit or contact him on or about April 15, 1936, as per their inference to [REDACTED] when he left them in Hot Springs the latter part of January of this year.

Agent Dowd stated that he continued to associate with the post office inspectors and is endeavoring to secure from them any information in their possession which they receive from other inspectors working in Arkansas and Oklahoma.

He further advised that the post office inspectors are presently conducting no active investigation in this district and that Inspector Hettrick today left for Washington, D. C. for a conference with his superior.

The ex-prize fighter mentioned in the above memorandum is no doubt Smoky Sharkey, whose true name is thought to be Gorman, and who is mentioned in the report of Special Agent E. J. Wynn, Cleveland, Ohio, dated January 20, 1936, and who is to receive more detailed consideration in this investigation.

The following memorandum was submitted by Special Agent E. J. Dowd, dealing further with information furnished by John Brock to the post office inspectors, and in turn secured from post office inspectors by Special Agent E. J. Dowd, it being noted that the inspectors have constantly denied Agents of this Bureau the privilege of interviewing Brock:

In a conversation with Mr. W. R. Briggs, Post Office Inspector in Charge, Agent Dowd was confidentially advised that the post office inspectors were holding, without process, one John Brock, an actual participant in the Garrettsville, Ohio mail train robbery, and that Brock was secretly being held by a United States Deputy Marshal in the detention quarters of the United States Marshal's office, located on the third floor of the Post Office Building at Youngstown, Ohio. Having previously been advised by the Cleveland Bureau office that the raid at Hot Springs, Arkansas, under the supervision of Special Agent in Charge E. J. Connelley, failed to result in the apprehension of Alvin Karpis or Harry Campbell, it was suggested to Mr. Briggs that he interview Brock for any information he might have for the purpose of assisting Bureau Agents and post office inspectors to locate Karpis through other contacts. Briggs interviewed Brock and reported to Agent Dowd that Brock advised that in all probability Alvin Karpis would go to Toledo, Ohio and contact Joe Roscoe through Edith Barry, who is a direct contact for the boys. In this connection Brock stated that just before the Garrettsville mail train robbery he went to Toledo, Ohio, upon instructions that came from Joe Roscoe, and registered on November 4th at the Lorain Hotel under the name of T. F. Evans; that shortly thereafter Freddie Hunter got in touch with him at the Lorain Hotel and brought him over to Edith Barry's place, where a conference took place between Alvin Karpis, Harry Campbell, Fred Hunter, one Sam, and himself; that on the night of November 6, 1935, Alvin Karpis drove him and Fred Hunter to a farm of one Rochat at Newton Falls, where he, Brock, put up for the night; that Harry Campbell and Sam came later in the night in a Ford coupe driven by Harry Campbell, and stayed at Rochat's place; that the next morning they had breakfast at Rochat's and about one o'clock on the afternoon of November 7, 1935, Rochat drove him, Harry Campbell and Sam, in Campbell's car to a place on a cinder road where they met Karpis, then proceeding to Garrettsville, Ohio, where they parked their car near the station and held up the mail train getting three sacks of mail from the train. Further details in connection with the Garrettsville robbery will be discussed later in this report. Brock further advised Briggs that Karpis and the boys are also liable to contact Bill Tibbles, who runs a roadhouse at Banbury, Ohio, and in whose name Joe Roscoe owns

an island in Canadian waters, namely, ~~Midland~~ Island, Essex County, Ontario, just below point Pelee, the island being three-quarters of a mile long, east and west, and one-half a mile wide; that the island is reached by motor boat, Joe Roscoe owning a motor boat of 400 horse power with cabin. According to Brock, it is impossible at the present time to reach the island on account of ice, by motor boat, but it can be reached by airplane. Agent Dowd in a conversation with John Zetzer, a pilot, who transported Karpis, Hunter and Brock from Port Clinton, Ohio, on November 8, 1935 to Hot Springs, Arkansas and Tulsa, Oklahoma, Zetzer having been picked up by Bureau Agents for questioning, ascertained that Roscoe owns the island, and at the present time it is impossible to reach the island by any means of transportation.

Brock described "Sam" as being about 45 years of age, 5'10" in height, 175 pounds, fairly large nose, brown hair (streaked with gray), fairly heavy eyebrows. He stated that during the mail train robbery Sam wore a false mustache, which nearly fell off; that Sam was released from some penitentiary about September 1, 1935; that Sam has a peculiar accent, and according to Brock, he was a man recommended for the job by Joe Roscoe; that he believes Sam comes from Cleveland, although he frequently visits Toledo, Ohio, and can be located through Joe Roscoe, who received \$1,000 as his share from the Garrettsville mail train robbery.

On April 1, 1936 Special Agent E. J. Dowd, at Youngstown, Ohio, called the Cleveland office and furnished the following information, which has been submitted in memorandum form by Special Agent in Charge J. P. MacFarland:

Special Agent E. J. Dowd at Youngstown, Ohio, called to advise that John Brock, who is being held by the post office inspectors, stated that if things are "hot" in Hot Springs, Arkansas, that Karpis, Campbell and Hunter will come to Cleveland. Brock stated that they might register at the Gordon Square Hotel, 65th and Detroit Avenue, as they frequently stop there, and that Brock some time in November, was registered at the said hotel under the name of T. F. Evans and met subjects there.

Brock also stated that subjects might contact a roadhouse on either Pearl or Worcester Road, which is about twenty minutes from the Gordon Square Hotel by taxi at the end of the car line on the right hand side of the street, and which place is known to taxi drivers as "The Three Sisters." A sign on the house reads, "Chicken and Steak Dinners." One of these sisters is a good looking blonde.

Special Agents John Madala and W. J. McNulty have made investigation at the Gordon Square Hotel, and the results of this investigation will be included in a subsequent report.

The following memorandum, submitted by Special Agent E. J. Dowd, covers the situation with reference to the raid on the Rochat farm:

Agent Dowd interviewed Mr. R. J. McCullough relative to the storage of the Ford coupe. He stated that Clyde Rochat, with his father, raises dogs; that between two and four P. M. on April 1, 1936, Rochat drove the Ford coupe to the McCullough place and asked permission to store the car, stating that the license had run out, and that he, Rochat, was having his other car repaired and was going to use it instead of the Ford coupe. At the time he came to the farm, McCullough stated that Rochat informed him that he returned from Warren, Ohio, where he went to get license plates for his other car, which he used on the Ford coupe; that after transferring some cracklins for dogs to the McCullough car, McCullough stated he put Rochat's car in his garage and drove Rochat home. When questioned as to any strangers that might have visited the Rochat place, McCullough stated that he goes to the Rochat farm about once a week; that he has noticed quite a number of persons, most of whom are known to him, who visit Rochat to purchase bird dogs or game cocks; photographs of Alvin Karpis, Harry Campbell, Milton Lett and others were exhibited to Mr. McCullough, but he was unable to identify any of the photographs.

Clyde Rochat was taken to his place, and after talking with his wife, they both agreed to voluntarily accompany Agents Dowd and Madala and post office inspector Briggs to the Cleveland Bureau office for questioning. Furthermore, Mrs. Rochat signed a waiver permitting Agents of this Bureau to search her home, which was done in her presence nothing of value having been found there indicating the whereabouts of Alvin Karpis, or other members of the gang.

At the Cleveland Bureau office, Clyde Rochat and his wife were interrogated by Special Agents Dowd and Madala, and a voluntary, signed statement secured from them, which reads as follows:

Mrs. Clyde Rochat

"1448 Standard Building,
"Cleveland, Ohio,
"April 2, 1936.

"I, CLYDE ROCHET, do hereby make the following voluntary signed statement to E. J. Dowd and John L. Madala, whom I know to be Special Agents of the Federal Bureau of Investigation, United States Department of Justice, no promises or threats having been made to me:

"I was born in Ripley County, Indiana and I am forty-four (44) years of age. I reside with my wife on Rural Route #3, Newton Falls, Ohio. I am presently employed with the Republic Steel Corporation, having been with that corporation for the past twenty-one (21) years. In addition to such employment I raise pedigreed bird dogs and game roosters.

"I have been shown a photograph of Fred Hunter and positively identify him as a man whom I have known for fifteen (15) years. I first met him when he came to my place at Warren, Ohio to purchase a coon dog. Thereafter I saw him several times and while living at Leavittsburg, Ohio, he lived with my wife and me for approximately two (2) years during the years 1932 and 1933. This was some time after he was released from the Ohio State Penitentiary. I saw him several times thereafter, the last time being late in the spring of 1935. At this time he told me that he was employed as a card dealer in a gambling place at Pittsburgh, Pennsylvania. I know of my own personal knowledge that Fred Hunter at one time worked for Jim ~~Johnson~~ at Warren, Ohio, as a card dealer, and also at the Single G, another gambling place, which is located on Main Street in Warren, Ohio. Fred Hunter has three brothers, Albert, William, and one whose name I do not know. Albert is at present working for the Republic Steel Corporation at Warren. I do not know what William is doing at the present time, but I heard that he was chased out of Warren, Ohio by the police.

"I have been shown a photograph of Alvin Karpis, Kansas State Penitentiary #1579, and positively identify the same as a person known to me as Sonny Miller. He first came to my home in the latter part of January or February, 1935, at which time he wanted to buy a bird dog. He stated that he was referred to me by a person who operates a filling station on Todd Street at Warren, Ohio. However, I have no idea who this person can be. He did not buy a dog on the occasion of this visit, but merely looked at some of them. He stated that he would be back in a few days and probably buy one. Sonny Miller (Alvin Karpis) returned in about ten (10) days, driving a 1935 model, Ford V8 coupe, bearing Ohio license

plates. This was the same car he drove on his first visit to my place. On the occasion of the second visit he purchased a ~~bird dog~~, paying me \$150.00 for the same. I wish to state that Miller was alone on each of the above visits.

"The next time I saw Sonny Miller (Alvin Karpis) was approximately a week thereafter, at which time he came to my place in company with another man whom Miller introduced as Carl Atkins. To the best of my recollection he is described as 43 years of age, 5'4" in height, 150 pounds, dark, straight hair, parted on the side, ruddy complexion, short and stocky in build, very neatly dressed, exceptionally good teeth, and spoke with a southern accent. He had exceptionally heavy shoulders, swaggered when he walked, was very polite, and wore a brown suit. On the occasion of this visit, Miller brought back the bird dog he had previously purchased from me, complaining that the dog got sick while riding in his automobile. I gave him another bird dog at this time, for which he paid me an additional \$50.00. Both Miller and Atkins had dinner at my house on this visit, which dinner my wife prepared. During the next two or three weeks Miller visited me two or three times, but unaccompanied on these visits. He was still driving a 1935 Ford V8 coupe, described above. During one of these visits he remained at my home over night.

"On or about November 1, 1935, I purchased my present home on Rural Route #3, Newton Falls, Ohio. Shortly after we moved into this place, Miller continued to visit me. I recall that on one of these visits he brought with him a black Great Dane dog. On this occasion he was driving a late model Hudson coupe with Ohio license tags. He was accompanied on this trip by Carl Atkins, above described. On the occasion of this visit, Atkins purchased a bird dog from me at the price of \$150.00. This price was agreeable to him and he took the dog with him, Miller guaranteeing payment. With reference to the Great Dane dog, Miller told me that he was then four months old.

"On the night of November 6, 1935, at about 11 P. M., Miller again came to my place, in company with a tall, slender man, a fuller description of whom is as follows: about 40 years of age, 5'11" in height, 140 pounds, dark hair, sallow complexion, slender in build, neatly dressed. This man was very quiet and did not have much to say. Miller stated that this tall fellow was a friend of of his and that I should put him up for the night and that later on Carl Atkins would call and that I should take care of him. He appeared to be in a hurry and stated that he was on his way to Youngstown, Ohio. I do not know the make of the car that they drove up in. About two A. M. the following morning, Carl Atkins and another man, whom I do not know, came to the house in a 1934 model Ford V8 coupe, bearing 1935 Ohio tag #H 732 V. The latter man is described as about 50 years of age, 5'8" in height, 150 pounds, dark hair mixed with gray, of medium build, fair complexion, neatly dressed. Both he and Carl Atkins stayed at my house over night and on the following morning the latter two men and the tall, slender fellow, who had come to my house with Miller, had breakfast, which was prepared by my wife. I wish to state that on the day

previous, when Miller called on me, he asked me how long I had to work the following day. I told him that I would work until twelve o'clock, at which time he stated that he wanted me to drive the above three men up the cindered road to the first four corners, which is about two miles from my home. On November 7, 1935, I returned home from work about 12:15 P. M. The three men were waiting for me at my house. I thereupon drove them in Atkins' Ford coupe to the above designated point, where they got out of the car. As they alighted from the car a gray sedan drove up from the east and stopped opposite the Ford car I was driving. I observed Miller (Alvin Karpis) step from the front seat of the gray sedan and open the right front door to let the men enter. There may have been another occupant in the gray sedan, but I am not certain as to this. I observed these men enter the gray sedan and drive in a westerly direction on the cindered road in the general direction of Garrettsville, Ohio. As these men departed I drove the said Ford V8 coupe back to my home.

"With reference to Carl Atkins, Miller (Alvin Karpis) told me that Atkins was employed with the Standard Oil Company at Akron, Ohio. In this connection he also informed me that he likewise was in the employ of the Standard Oil Company. To substantiate this he exhibited to me on one occasion an \$85.00 check drawn by the Standard Oil Company in his name. I desire to state at this time that on the early morning of November 7, 1935, when Carl Atkins and the old man came to my home, Atkins had with him the bird dog he had previously purchased from me. He stated that the dog was not properly trained and in this connection he desired that I keep him until September and fully train him. I told Atkins that it would cost him an additional \$50.00, to which he agreed. At this time he told me that he did not have any money with which to pay me for this dog, but that he would leave his Ford coupe with me as security until he was able to furnish me with the money. I agreed to this and he turned over to me all the title papers pertaining to the said car, which I have retained in my possession. He further stated that he and Miller were going south on a bird hunting trip and that he would return to my place after the hunting season was over, which would be in about four months. I might state that Atkins said that during his absence that I could use his car whenever I desired.

"After this I did not hear or see any more of either Sonny Miller (Alvin Karpis), Carl Atkins, or the two men mentioned above.

"On November 8, 1935, I made a trip in Atkins' Ford coupe, in company with Elmer Lewis, my shop foreman, and his wife, to the southern part of Indiana on a quail hunting trip. Upon our arrival in Indiana the following day, which was November 9, 1935, I purchased a resident's hunting license at Elwood, Indiana. We returned from this hunting trip on Sunday, November 17, 1935. I continued to use Atkins' Ford car, as did my wife, almost daily until March 31, 1936, which is the last day I could operate the car with 1935 license plates. During this period I kept the Ford car stored in my garage. On April 1, 1936, knowing that I could not apply for registration of this car, inasmuch as it was not in my name, I drove it to a farm at Newton Falls, Ohio, approximately two miles south of my home, and placed it in a privately owned garage of a friend of mine, R. J. McCullough. At this time I decided to have my own automobile, which is a 1929 Hupmobile, four passenger coupe, repaired for use. In this regard I drove it to Ray Longenberger's garage at Newton Falls, Ohio. On the same day I registered this Hupmobile car at Warren, Ohio, securing registration #G 281D. I had intended to keep the Ford coupe stored in McCullough's garage until Atkins called for it, however, at the request of the Federal Bureau of Investigation, I will remove the car from the said garage and keep it on my own premises. Inasmuch as it is expected that the hunting season in the south will terminate around this time, I fully expect Carl Atkins, and possibly Miller, to return to my place to either pay me for the bird dog purchased by Atkins, or to retrieve the car. In this connection I intend to fully cooperate with the Agents of the Federal Bureau of Investigation in effecting the apprehension of Atkins and Miller, by allowing the Agents to remain in my home to wait their appearance there.

"I have been shown a photograph of Sam Coker, Oklahoma State Penitentiary #14023, and I tentatively identify it as the man whom I believe accompanied Miller (Alvin Karpis) to my place on one occasion during the spring of 1935. As I recall this occasion, this person remained in Miller's car while the latter was talking to me about some matter I do not now recall.

"I have been shown photographs of Milton Lett, Akron Police Department #26337, Joe Rich, Canton Police Department #4281, Edward Brennan, Canton Police Department #4625, and I swear that I cannot identify these photographs as any individuals that I know or have met.

"I recently read in the newspapers about the raid at Hot Springs, Arkansas for the apprehension of Alvin Karpis and others. In this same article it was mentioned that Alvin Karpis was involved in the Garrettsville, Ohio mail train robbery. However, I at no time observed in either a newspaper or magazine a photograph of Alvin Karpis, and did not know that this individual was identical with the man known to me as Sonny Miller, until I was so informed by Special Agents of the Federal Bureau of Investigation. I likewise desire to state that I at no time had any information that

Sonny Miller (Alvin Karpis) was a fugitive from justice, nor do I know of my own personal knowledge of any crime that he might have committed.

"I have been told by Special Agent E. J. Dowd that it is his information that I received \$300.00 for keeping the three men in my house on the night of November 6, 1935, and transporting them in Atkins' car to the four corners mentioned above. This is not true, but on the night of November 6, 1935, Miller (Alvin Karpis) offered to pay me an unnamed certain sum of money for the above services, which I refused. However, he did pay my wife approximately \$10.00, which was for the room and board of Sonny Miller and his friends.

"I have read the foregoing statement, which consists of five typewritten pages, each of which is initialed by me, and which was made to Special Agents E. J. Dowd and John L. Madala, in the presence of my wife, Amanda Summerville Barrett Rochat, and I swear that the same is true to the best of my knowledge and recollection.

WITNESS: (Signed) CLYDE ROCHAT
E. J. Dowd
John L. Madala
Special Agents,
Federal Bureau of Investigation,
U. S. Department of Justice,
1448 Standard Building,
Cleveland, Ohio."

"1448 Standard Building,
"Cleveland, Ohio,
"April 2, 1936.

"I, AMANDA SUMMERVILLE BARRETT ROCHAT, do hereby swear that I have read the attached voluntary statement made by my husband, Clyde Rochat, and swear that the same is true and correct to the best of my knowledge and recollection.

"Photographs of Sam Coker, Oklahoma City Penitentiary #14023, Milton Lett, Akron Police Department #26337, Harry Campbell, Joe Rich, Edward Brennan, have been exhibited to me and I am unable to identify them as persons known to me.

WITNESS: (Signed)
E. J. Dowd AMANDA SUMMERVILLE BARRETT ROCHAT
John L. Madala
Special Agents,
Federal Bureau of Investigation,
U. S. Department of Justice,
1448 Standard Building,
Cleveland, Ohio."

Mr. and Mrs. Clyde Rochat also submitted to having their fingerprints taken, which prints were forwarded to the Bureau by letter dated April 2, 1936. The Bureau, by letter dated April 8, 1936, Bureau file #9-586-10346, advised that neither has a criminal record.

Clyde Rochat and his wife, after making signed statements, agreed to cooperate in every way possible with the Bureau in an effort to locate and cause the apprehension of Alvin Karpis and Harry Campbell. The results of the interrogation and interview with the Rochats were transmitted to Special Agent in Charge Connelley, who agreed to allow them to return to their farm and cooperate with the four Agents who are now planted in their home, viz: Special Agents O'Mahoney, Sirene, Murphy and Hurt.

It being too late to return the Rochats to their place at Newton Falls on the night of April 2, 1936, they went to the Hawley Hotel, Cleveland, Ohio, where they engaged a room, and the following day were taken in Bureau car by Special Agents Dowd and Madala and post office inspector Claggett to their farm at Newton Falls, Ohio. The Ford V8 described above was removed by Rochat from the McCullough farm and placed in the same position on the Rochat farm as it had appeared before Rochat drove it away on April 1, 1936.

Since the date of the raid, a plant has been maintained by Bureau Agents on the Rochat farm and a detailed log with reference to this plant is being maintained in the Cleveland office.

The following memorandum was submitted by Special Agent E. J. Dowd:

The raid on the Rochat farm was based upon information furnished by W. R. Briggs, Post Office Inspector in Charge to Special Agent T. M. Birch, this information indicating that in all probability Alvin Karpis, Harry Campbell and other members of their gang would return to the Rochat farm, inasmuch as Campbell, John Brock and Sam stayed at the farm the night before the Garrettsville mail train robbery, and left the farm the next morning in the Ford coupe described below, which was driven by Rochat, who returned the car to the farm where it was observed by Special Agent Birch on April 1, 1936.

As instructed by Special Agent in Charge Connelley, arrangements were made for Agents of the Bureau, and post office inspectors to raid the farm of Clyde Rochat at Newton Falls, Ohio, where Harry Campbell, John Brock and Sam stayed the night before the Garrettsville mail train robbery, Agent Birch having made a preliminary investigation which indicated that possibly a Ford V8 coupe, motor No. 18-888666, bearing 1935 Ohio license plates H 732 V registered in the name of Carl Atkins, Akron, Ohio

was the property of Milton Lett or Harry Campbell. The car was last seen parked near the house on the afternoon of April 1, 1936.

On April 2, 1936 about four A. M., Agents and post office inspectors proceeded from Youngstown, Ohio, and arrived at the farm of Clyde Rochat, Newton Falls, Ohio, at 5:30 A. M. In the raiding party were Post Office Inspector in Charge W. R. Briggs, Post Office Inspector H. W. Tavener and Special Agents C. O. Hurt, J. V. Murphy, W. J. McNulty, John Madala, F. J. Dowd, W. B. O'Mahoney, W. M. Sirene, and T. L. Birch. Before conducting the raid a carefully planned map was drawn, which is being stored in the file of the Cleveland office. It was discovered, on reaching the farm, that the Ford coupe described above had been removed from the farm. The only person in the house was Mrs. Clyde Rochat. She stated that her husband was at work in the Republic Steel Mill, Warren, Ohio, and not expected to return home until 7:30 A. M. Numerous photographs were exhibited to her and she identified the photograph of Alvin Karpis as a person known to her as Sonny Miller, and also the photograph of Fred Hunter, whom she stated roomed at her house in Leavittsburg, Ohio for about two years. A waiver of search warrant was signed by the Rochats prior to the search.

After leaving Agents at the house, Agent Dowd and Agents Birch, Madala, Hurt, and Post Office Inspectors Briggs and Tavener proceeded to the Republic Steel plant, Warren, Ohio, where Clyde Rochat was picked up. He was questioned by Agents Dowd and Hurt. Rochat stated that the Ford coupe mentioned above was taken by him the day before and placed in the garage of a former friend named McCullough. Agents Dowd and Hurt and Clyde Rochat proceeded to the farm of R. J. McCullough, where the Ford V8 coupe was located. An examination of this car revealed that it is a 1934 model Ford V8 coupe, blue-black color, motor No. 18-888666, bearing 1935 Ohio license tags H 732 V, yellow wheels, glass broken in left door, speedometer mileage 23,275, yellow wheels on car with spare yellow wheel on back. In a signed statement made by Rochat and his wife, they explained that the car was left at their place by Carl Atkins, description of whom fits that of Harry Campbell, and undoubtedly is Harry Campbell, as John Brock informed the post office inspectors that the car belonged to Harry Campbell who drove it to Rochat's farm with Sam the night before the mail robbery.

Clyde Rochat turned over to Agent Dowd the papers left with him by Carl Atkins (Harry Campbell) covering the Ford coupe, DeLuxe model, motor No. 18-888666, bearing 1935 Ohio license plates H 732 V. These papers which are being made a part of the Cleveland Bureau file are as follows:

- 1) Bill of sale from Universal Motor, Inc., Akron, O. to Carl Atkins, Howe Hotel, Akron O., dated 10/19/35;
- 2) Bill of sale from Carl S. Barnes, 914 Conley Road, Akron, O. to Universal Motors, Inc., Akron, O., dated 8/29/35;
- 3) Bill of sale from Universal Motor, Inc., Akron, O. to Carl S. Barnes, 914 Conley Road, Akron, O., dated 8/10/35;
- 4) Bill of sale from Logan Wolf, 974 Indian Trail, Akron, O. to Universal Motor, Inc., Akron, O., dated 8/2/35;
- 5) Bill of sale from John A. McAlonan, 1060 Delia, Akron, O. to Logan Wolf, 974 Indian Trail, Akron, O., dated 3/4/35;
- 6) Bill of sale from Homeier Universal Motor, Inc., Akron, O. to John A. McAlonan, Akron, O.
- 7) Original invoice No. 6634 from Universal Motor, Inc., Akron, O. to Carl Atkins, Akron, O., amount \$396.95 (cash);
- 8) Certificate of Passenger Car Registration, 1935 lic. H 732 V to Carl Atkins, Howe Hotel, Akron, O.
- 9) Tire Guarantee No. C 17389 from Hi Speed Gas Station, 1400 W. State Street, Fremont, O. to Carl Atkins, Howe Hotel, Akron, O.
- 10) Certificate of Passenger Car Registration No. 819054 for year 1932 to Clyde Rochet, RFD #1, Leavittsburg, O. for Hummobile coupe, motor #132587.

According to [REDACTED] confidential informant, the Ford coupe was purchased in his presence by Fred Hunter on October 19, 1935, at which time they observed Milton Lett at the Universal Motor place, Akron, Ohio, Lett having also arranged for the purchase of a car, on which Lett paid a deposit of \$15.00. [REDACTED]

The following is a memorandum also submitted by Special Agent E. J. Dowd:

On Sunday, April 5, 1936, post office inspectors received information from a confidential informant to the effect that Karpis probably would stop at the ~~White City~~ White City Tourist Camp, located on Route #422 between Girard and Warren, Ohio. Agent Dowd, in company with Post Office Inspectors Tavener and Claggett, visited this camp, and there interviewed Mrs. ~~Fulton~~ Fulton, manager, and J. Beall, part owner. The place was recently built and consists of ten up-to-date steam heated cabins with a place between cabins for parking. Photographs of Karpis, Campbell, Hunter, and Milton Lett were exhibited to them. Mrs. Fulton stated that a ~~man~~ man resembling Karpis, accompanied by another man and a woman, who remained in a Ford V8 coupe, came to the place on Saturday evening and attempted to rent a cabin, stating that the two men were brothers, and the woman the wife of one of the men; that she refused to rent to them. From further questioning, it is not believed that the man was Karpis, or any other member of the gang. Mrs. Fulton and Mr. Beall, the latter postmaster at Brody's Lake, Ohio, closely observed the photographs shown to them and promised to notify Inspector Claggett at Youngstown in the event any men answering description of fugitives appeared at the White City Tourist Camp and engaged one or more cabins.

Agent C. O. Hurt at Youngstown, Ohio made discreet inquiry regarding address of Samuel Bishop, rooms, 105 East Rayen Avenue, Youngstown, Ohio. At this address there is a large three-story rooming house, wooden structure, painted green, located on the southeast corner of Champion and Rayen. Samuel Bishop is a Greek and from inquiries, the place is used as a disorderly house, at which bootleg liquor is dispensed. The madam at the house is known as "Lou." Post Office Inspector Tavener, who is stationed at Youngstown, where he has numerous contacts, stated that he has already had the house under observation, inasmuch as it is suspected that Karpis and Fred Hunter stayed there on the night preceding the Garrettsville mail train robbery. According to Tavener, [REDACTED] informed him that on several occasions he took Karpis over to the place, after having arranged with a prostitute from the ~~Milton Gardens~~ Milton Gardens to entertain Karpis. Further investigation of the place is being made. b
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On March 31, 1936 at the Cleveland Bureau office, Agent Dowd interviewed John Zetzer, pilot, at quite some length, but no information of value was secured from him, which might lead to the whereabouts of Alvin Karpis or Harry Campbell. More detailed information relative to the questioning of Zetzer by other Agents will be found elsewhere in this report.

On April 1, 1936, Agent Dowd, in company with Special Agent W. M. Sirens, proceeded to Akron, Ohio, and ascertained that Jack Handy & Company, referred to in teletype message from Special Agent in Charge E. J. Connelley, Little Rock, Arkansas, April 1, 1936, is the name of a firm which manufactures dice and deals in gambling paraphernalia. Jack Handy

was interviewed at his office, 4 South Howard Street. In the beginning he was hesitant about talking, advising Agents that the police, sheriff, and Post Office Inspector Claggett had already interviewed him relative to the whereabouts of Fred Hunter. After some persuasion, Handy stated that he has known Hunter for quite a number of years; that Hunter has been employed as a stick man in dice games at Youngstown, Warren, Cleveland, Ohio, and Detroit, Michigan. Handy stated that some time last fall, Hunter appeared at his place and gave the impression that he was a dice buyer for the Harvard Club of Cleveland, Ohio. At the time Hunter placed an order for several hundred pairs of dice, which were delivered to the Harvard Club, there now being due Hunter \$25.00 commission, which Hunter has failed to collect. On another occasion Handy stated that Hunter came to his place with a tall slim fellow. Photographs of Alvin Karpis and Milton Lett were exhibited to him and his brother, but they failed to identify them. According to Handy he last saw Hunter in November, 1935, at which time Hunter procured samples of club room accessories, and stated that he was going to Cleveland and Toledo, Ohio. When asked where Hunter probably could be located, Handy stated that if he were looking for Hunter he would make inquiry at Left Clark's gambling house, located on the Fourteen Mile Road, Detroit, Michigan, and one Fitzpatrick, also of Detroit, and at the gambling places in Cleveland and Toledo, Ohio. According to Handy, who visits numerous gambling clubs in Ohio, and other states, it is his opinion that Hunter will eventually go to work as a stick man in a dice game or as a card dealer. He stated that in the event he runs across Hunter, he will immediately notify Post Office Inspector Claggett, stationed at Akron, Ohio, in accordance with a promise he made to him.

At about 8:15 P. M. on April 3, 1936, Agent Malone telephoned from the ██████ plant to Agent Birch that a suspicious car had slowly driven by the ██████ house on two occasions. He described the car as a Ford, 1935 or 1936 DeLuxe coach, twin lights, bearing Ohio 1935 tags, stating that there were two men in the car; that through the field glasses he endeavored to get a description of the men and the license number, but on account of the reflection of the bright light in front of the ██████ house, he was unsuccessful. This information was transmitted by Agent Birch to Special Agent in Charge Connelley at Cleveland, who advised that he would proceed immediately to Youngstown, Ohio. Later that evening Special Agent in Charge Connelley and Agent Wynn arrived at Youngstown, Ohio. A discreet investigation in the vicinity of where the car was cruising was made by Agent Birch and Post Office Inspectors Claggett and Casey, with negative results. It is possible that the car in question is one used by the State Highway Patrol or Sheriff's office.

On Saturday morning, April 4, 1936, information was received by Post Office Inspector Tavener at Youngstown, Ohio, from a confidential informant named C. H. McAdoo, manager of Kroger's Grocery Store, 3505 Hilman Street, Youngstown, Ohio, that a man of foreign extraction living with a woman at 441 Werner, Youngstown, Ohio, had a new Hudson sedan,

bearing dealer's license #DL-3904, stored in a private garage in the rear of 445 Warner Street, since January, 1936; that the latter part of last year this same man had a Plymouth sedan stored in the same garage, bearing a 1935 dealer's license. Agents Dowd and Birch, in company with Post Office Inspectors Tavener and Cloggett, interviewed the confidential informant, after which they went in the vicinity of 445 Warner Street, where Agent Dowd made discreet inquiries about renting a garage, and learned that the garage referred to by confidential informant had been rented to a man named ~~McGlue~~. Upon return to the post office, the Motor Vehicle Bureau of the State Highway Department at Columbus, Ohio was contacted with by telephone by Agent Dowd, and information received that 1935 dealer's license #DL-3904 had been issued to one Mike ~~Mecure~~, New Waterford, Ohio. Post Office Inspector Cloggett stated that New Waterford was in his district and he communicated by telephone with Postmaster Williams and ascertained that Mike Mecure owned a junk yard and beer parlor at East Waterford, Ohio, which was presently being operated by another man; that he saw Mecure at New Waterford that same morning with the Hudson sedan bearing 1936 dealer's plates. According to Postmaster Williams, Mecure, a number of years ago, came from Carnegie, Pennsylvania, and last year had the Hudson car agency, although he is known to have sold but a few cars. A description of Mecure, as furnished by Postmaster Williams is as follows: 30 to 35 years of age, 5'8" in height, 150 pounds, black eyes, dark complexion. His first wife died, but he is alleged to be married again.

With regard to the information given to Agents Birch and Dowd by Post Office Inspector Tavener to the effect that some time during the month of January, 1936, Karpis drove through the toll bridge between Sandusky and Port Clinton, Ohio, without paying a toll; that the next time he came through he paid two fares; that he was known to the toll keepers, and that they had observed him on many occasions making this trip.

**Toll Bridge*
At ~~Port Clinton~~, Ohio, Agent Birch ascertained from ~~Harvey Covall~~, superintendent of the bridge, that on January 13, 1936, a car ran through the bridge at 9:57 P. M. without paying the toll. The records of the succeeding day did not reveal that anyone had paid for the preceding night. ~~Byron Hastings~~, gate-keeper at the time of this occurrence, advised, after examining the record, that he recalled the car going through, but that he had no recollection of any person paying twice on the succeeding day. Pictures, without names of subjects in this case, were shown to Hastings by Agent Birch, but he failed to identify any of them.

On April 5, 1936 confidential informant [REDACTED] told Agent Birch that Fred Hunter had a girl who lived in a rooming house in Warren, Ohio, and that he had formerly spent a great deal of time with her. b7c

On April 6, 1936 Agent Birch and Post Office Inspector Tavener accompanied ██████████ Warren, Ohio, at which place ██████████ ascertained that the house was formerly occupied by one Ethel O'Brien. It is located at 231 Vine Street, Warren, Ohio. The records of the post office reflect that Ethel O'Brien, B. L. O'Brien and Rose O'Brien now live at 433 Summit Street, Warren, Ohio. ██████████ made inquiry at this address, and Ethel O'Brien advised him that the girl's first name was Mary, and that she had frequented the Single "G" Club, or the Turkish baths in Warren, Ohio, and that Mary recently received a letter from Fred Hunter, mailed at ██████████ place in the south. Ethel O'Brien described this girl to ██████████ as being a blonde, about 25 years of age, 130 pounds, not known to be a prostitute. Further investigation will be made to determine if there is any present connection between Fred Hunter and this girl, and when she is located, an effort will be made to use her as an informant in locating Alvin Karpis, through Fred Hunter.

Agent Birch, on April 6, 1936, called at the farm of Clyde Rochet, at Newton Falls, Ohio, where a plant is maintained by Agents Murphy, Hurt, Sirene and O'Mahoney. There are no developments of interest. The log from April 2nd to April 5th, inclusive, was transmitted to the Cleveland Bureau office.

The plant at the home of ██████████ Ridgewood Drive, Youngstown, Ohio, is being maintained by Agents Malone and Madala and two post office inspectors.

The plant at the home of James E. Stine, 141 Wolcott Drive is being maintained by Agents Wells and Dowd, and one post office inspector.

Previous investigation having indicated that John Zetzer of Port Clinton, Ohio, an aviator, had arrived in Hot Springs, Arkansas, in company with Fred Hunter and a person thought to be Alvin Karpis, it was deemed advisable to interrogate Zetzer, and accordingly, on March 27, 1936, Special Agent in Charge E. J. Connelley, Special Agent C. E. Smith and the writer proceeded to Port Clinton where John Zetzer was picked up and taken to Toledo, Ohio, and subsequently to Cleveland, Ohio, for the purpose of interrogation. Appropriate signed waivers were secured from him for the purpose of causing his detention for questioning.

At Toledo, Ohio the following story given by Zetzer was reduced to writing, which story he read very carefully and admitted it was true, but declined to sign it. This statement is quoted as follows:

"Toledo, Ohio
"March 27, 1936.

"I, JOHN ZENZER, Port Clinton, Ohio, at the corner of Laurel and Fremont Sts., make the following statement of my own free will, without promise or threat being made to me and do so for the purpose of telling the truth with relation to the things hereinafter discussed by me and the same are as previously discussed orally by me with Mr. E. J. Connelley, Special Agent in Charge, Federal Bureau of Investigation, U. S. Department of Justice:

"On or about two weeks prior to the time that I purchased a Stinson airplane from Gross of the Gross Automotive Service, Incorporated, and which date is about November 7 or 8, 1935, a party came to the shop I have in Port Clinton, Ohio and asked me if I still had my plane. This party drove up in an automobile, a Plymouth sedan. I had never seen him before and I do not know him by name, nor have I since learned his name. I told him that I intended to buy a plane and he indicated that he would want the plane in about a week or so. I have been shown a photograph marked K.S.P. 1539 and it is a likeness of this person who came to see me. He said on this first visit his name was Tom, but he did not give me any last name. He wore glasses. About a week later this same man driving the same car drove up in front of my garage in Port Clinton, O., and tooted his horn and I went out and talked to him and he asked me if I had the ship and I told him I expected to get one and he said he wanted to make a trip down south and he figured that there would be one or two others for the trip, and a price of \$500.00 was given by me for the trip, and he agreed on the price in the event I got a plane. He was not sure just where the trip was to be made, but did mention Hot Springs, Arkansas, Tulsa, Oklahoma, or Memphis, Tennessee.

"As best I can recall, about two days before I made the trip he again drove up to my garage in Port Clinton, O., and I told him that I had made arrangements to get a plane, and it was agreed that I was to meet him and his party at the airport, at Port Clinton, Ohio, about 8:30 A. M. on a certain day, which was the day previous to the day I actually met him and his party. By this I mean, that on the day that was set, I had been unable to get the plane, so was unable to be at the airport at Port Clinton, Ohio with the plane, and was unable to go to the airport to tell them about it as I was in Detroit, Michigan, endeavoring to get a plane. I did, however, the next morning, early, make a deal with the Gross Automotive Service, Inc., Toledo, Ohio, with Mr. Gross, whereby I purchased a Stinson

plane at the agreed price of \$1700.00 and \$1,500 of which was paid at one time, and I signed a note for the balance. Even though I was a day late I left the Toledo airport about 10 A. M., and flew the ship to the airport at Port Clinton, Ohio, in the hope of meeting the party there for the trip, and when I arrived at the Port Clinton, Ohio airport there was a car there, which resembled the car which had been driven to my garage on prior occasions when Tom was making arrangements for the trip. I was told that there were four men with the car, and that three of them were to go on the trip, and did go on the trip, and the fourth man did not.

"I obtained the money to purchase the Robinson plane as follows: \$500.00 of my own money which I had at my home; \$500.00 I secured from my sister, Margaret, of Youngstown, Ohio, and \$500.00 total from cash on hand at the garage and money borrowed from my brother, George Zetzer. About a week prior to this I had driven to Youngstown, Ohio and borrowed the \$500.00 from my sister, that is, I went to her home, 724 Erie St., and told her what I wanted, and then I left the house for a short time to go to see Frank George, a contractor, on Mahoning Avenue, about a claim, but he was not there and I talked to Seth Greer, a man who did work for him. Then I went back to see my sister and she gave me the money in cash in bills of 5, 10, and 20 dollar denominations. I did not sign any note of any kind.

"When I arrived at the airport a day late, as set out above, Tom was half sore about me not having been there the day before, and he said he and the party had been there the day before and I had not shown up. Tom was one of the men who made the trip. As stated above, two other men also made the trip. Tom was the one who gave directions, and he directed me to fly to Memphis, Tennessee, and I left for that point from Port Clinton, Ohio, shortly after 10 A. M., headed for Memphis, Tennessee, and some time that afternoon I had a forced landing due to running out of gasoline, and landed in a wheat field, and as best I can determine this was near Evansville, Indiana, and I walked out to the paved highway and two elderly men, game wardens, picked me up and drove me to the town, about three miles, where I purchased gasoline from a Standard Oil bulk station, paying 19¢ a gallon for it. I bought 47 or 48 gallons. It was put on a Standard Oil truck and I was driven out to the plane by the Standard Oil truck. The Standard Oil truck driver helped me fill the ship with gasoline. The passengers I had were, as I recall, out on the ground. There was quite a group of people around the ship.

"I then flew the ship to Memphis, Tennessee, however, I had to land at an airport before I got there where I purchased a supply of gasoline. I arrived in Memphis, Tennessee late that day. I registered the plane at the airport, which is located in the southeast section of town. We all slept in the plane that night at the airport. The next morning I bought gas at the airport, and Tom told me to take off for Hot Springs, Arkansas. I flew the ship direct to that place before landing. I landed there at the main airport, where I registered the ship. Two of the passengers got off there, one of them being Tom. The other fellow who got off, whom I had learned was called Jack, was a short fellow. The other fellow, who was called Slim, wanted to be flown to Tulsa, Oklahoma, and en route there I was forced down near Fort Smith, Arkansas, in a farmer's field, this being due to bad weather. This about 25 miles from Fort Smith, Arkansas, about ten miles from a railroad tunnel, where an Army flier was killed. Slim and I put up at a farm house, the farmer known as Dean, his last name. This was near Alva or Alma, Arkansas.

"The next morning we took off and landed at Fort Smith, Arkansas airport, where I got gas. I don't think the ship was registered there. I then flew to Tulsa, Oklahoma where I landed at the main airport, registered the ship. Slim upon arrival gave me \$500.00 in currency, in bills of 5, 10 and 20 dollar denominations. I got gasoline for the ship.

"I don't know how Tom first came to contact me. He never mentioned any names of persons who sent him to me. I never learned the full names of any of the men. No deposit was made nor any contract signed for this trip.

"I have read the above statement consisting of three pages, signed my initials to the bottom of pages one and two, also initialed correction on page 2, and signed my name below. This statement is true as best I can recall at this time, and has been made freely and voluntarily."

As indicated, Zetzer was taken from Toledo to Cleveland, where he was held under the following conditions, as set out in memorandum of Special Agent in Charge J. P. MacFarland:

John Zetzer was released at 11:30 A. M., April 3, 1936, Special Agent E. J. Wynn returned to Zetzer at that time a pencil which was taken from him at the time of his apprehension, and numerous pieces of paper on which writings appeared.

Upon his release Zetzer indicated that he had no complaint to make concerning his treatment and specifically mentioned that he was treated well and fed properly.

Zetzer told the writer that he appreciated the courteous treatment he received and enjoyed the rest that he had as he was badly in need of a rest.

Every day during Zetzer's voluntary stay in this office, the writer inquired as to his welfare, health and desires for food. Zetzer on each of these days, advised that he slept well the previous night, felt well and that he was given plenty of good food and had no complaint to make concerning his treatment.

Special Agents L. A. Ducommun, Walt Sirone, Nellie Manson, were on duty with Zetzer during the night. Special Agent Sirone, with Special Agent L. A. Ducommun, was on duty one night, and during the balance of Zetzer's stay in this office, Special Agents Ducommun and Manson were on duty.

Cigarettes and shaving equipment were supplied to Zetzer while he was in this office. At his request the writer furnished him with a Popular Mechanics Magazine of the issue of May, 1936.

During the entire time of his stay here he was put to no personal inconvenience as lavatory facilities were available and he was taken to the lavatory at any time he desired, and was permitted to "wash up" at his will.

Clean towels, soap and clean bed linens were used on his cot and he was supplied with three blankets for his bed. The room he occupied was warm and properly ventilated.

John Zetzer, during his stay in the Cleveland office was interrogated at some length with reference to the trip he made from Port Clinton to the southwest, departing from Port Clinton on November 8, 1935, however, he did not materially alter his story from the facts set out above in the written statement, which he refused to sign. During the interview he stated he was somewhat confused as to the exact date on which he paid Mr. Gross of Toledo for the plane, finally conceding that it was his best recollection that he paid the \$1,500 on the day he took the plane from the airport at Toledo, namely, on November 8, 1935. It was pointed out to Zetzer that his story was very peculiar, particularly that part of his story wherein he stated that he failed to keep the appointment with the charter party on November 7, 1935, however, that he did go ahead and arrange to obtain

Interview of John Zetzer

the plane, and finally did secure it on November 8, 1935, at which time he flew from Toledo to Lost Clinton, and, strange as it may seem, although he arrived almost twenty-four hours after the time he was to meet the charter party, they were there and waiting for him, all of which he admitted was very peculiar, but insisted that it was the truth, and although interrogated vigorously with respect to this he was content to say it was just that way and he had no further explanation to offer.

The following memorandum was submitted by Special Agent in Charge J. P. McFarland:

On April 2, 1936 Mr. Wallace R. Briggs, Post Office Inspector in Charge, was at this office at which time the writer, in the presence of Special Agent E. J. Dowd, told the said Inspector that this office would be glad to release John Zetzer, the pilot of the plane used by Karpis, and other fugitives in leaving this district after the Garrettsville mail train robbery, destined for Little Rock, Arkansas, to the said Post Office Inspector, and indicated to Mr. Briggs that in the event he did not want to take custody of Zetzer that this office anticipated releasing Zetzer and using him, Zetzer, as a confidential informant.

Mr. Briggs stated that he wanted Zetzer, but before he would take him into custody he desired to confer with United States Attorney Emerich B. Freed of Cleveland, Ohio, as the Chief Postal Inspector at Washington issued instructions to him to take no action unless he, Mr. Briggs, conferred with the said United States Attorney relative to such moves, as he, Mr. Briggs, anticipated taking in the Garrettsville mail train robbery case.

Mr. Briggs conferred with United States Attorney Emerich B. Freed, so he advised the writer and Agent Dowd, and he, Mr. Briggs, stated that the said United States Attorney counselled him not to take Zetzer into custody for the reason that the said United States Attorney felt that by so doing he, Mr. Briggs, would be required to use John Brock as a witness, thus tipping his, Mr. Briggs' hand in that publicity would result which might retard the investigation looking toward the apprehension of more important fugitives.

Mr. Briggs then mentioned that news stories indicate that Zetzer's wife is near a breakdown due to the disappearance of her husband, and that should he be taken into custody by postal inspectors at this time further publicity would result.

Mr. Briggs was informed that Zetzer would be released today with the understanding that he was to act as our informant.

Mr. Briggs suggested that if possible Zetzer be held until Monday, April 6, 1936, as he anticipated filing on Brock at Youngstown,

Ohio, and would then file on Zetzer. It was mentioned to Mr. Briggs that this office, due to the lack of facilities, could not detain Zetzer longer, and he, Mr. Briggs, advised that as far as he was concerned Zetzer could be released.

Prior to Zetzer's release from the Cleveland office he signed what purports to be an agreement offering his services to the FBI as a confidential informant for the purpose of securing information concerning present whereabouts of Karpis and Campbell and in the event he secures information which he furnishes to the FBI, which leads directly to the apprehension of either one, or both of the fugitives, he is to receive \$500.00.

The following memorandum was submitted by Special Agent C. E. Smith, dated March 31, 1936, which reflects investigation conducted by that Agent concerning ~~Stinson~~ airplane #NC 12180:

With reference to the long distance telephone call from Special Agent in Charge J. P. MacFarland on March 25, 1936, relative to airplanes bearing license numbers NC 12180 and NC 160 Y, purportedly seen at Little Rock, Arkansas approximately four days after the Garrettsville mail train robbery on November 7, 1935, and presently suspected that one of the above mentioned planes may be owned by possibly Karpis or Campbell, the records of the Stickney Avenue airport were requested by the writer from Harry Johnson, assistant manager, and he advised that he did not know where the log was kept, stating that arrivals and departures were so few that frequently records are not kept, and further that most of the planes operating there were privately owned and were used solely for pleasure. Mr. Johnson further stated that any log kept would probably be in the possession of a Mr. Kemp of the National Supply Company, the organization owning the field.

Mr. Johnson further stated that practically all charter trips out of Toledo were made by Thomas "Tommy" Matcalf from the Transcontinental field. Agent discreetly ascertained from Mr. Johnson that Matcalf bore an excellent reputation in flying circles, both as an instructor, pilot and personally.

Agent checked the planes stored in the hangar and through Mr. Johnson ascertained that they belonged to the following individuals:

Stinson, Jr.	NC 201 W	Norman Peters
Ox Travel Air	NC 1808	Clifford Larue & Gayle Shiffler
J 5 Fairchild	NC 3888	Herbert Grinnell
Fleet Trainer	NC 13924	Henry Bander
Waco F	NC 6274	Irving Swedler
Waco F	NC 604 Y	Irving Swedler
Warner Bird	NC 734 Y	Dr. L. Hackbarth

In view of the fact that Agent had previously had contact with Herbert Grinnell, who operates one of Toledo's largest radio and music supply houses, and who bears an excellent reputation, Agent interviewed him and he advised that most charter work around Toledo was from Transcontinental field and Tommy Metcalf, whom he considered very reliable, performed most of it, using cabin planes owned by Dell Gross of the Gross Electrical Company.

Mr. Grinnell was unable to furnish Agent with any information relative to Dell Gross.

Mr. Chat Fenton, manager of the Transcontinental field on Route #188, was interviewed by Agent and he advised that plane NC 12180 was owned by Adelbert Gross on Platt Avenue, and was a four-place cabin plane generally used by Metcalf on agreement with Gross. A check of the airport log revealed that on November 8, 1935 the above numbered plane was logged out for Port Clinton, Ohio at 9:00 A. M. by Pilot Zetzer with no passengers.

Agent questioned Mr. Fenton relative to the identity of Pilot Zetzer and he advised that just about the first of November, 1935, Gross had sold the plane in question to John Zetzer of Port Clinton, Ohio, and had repurchased the plane from him only recently. Mr. Fenton was unable to furnish Agent with any of the facts surrounding the sale or repurchase of the plane. Mr. Fenton further advised Agent that Zetzer, who held a pilot's license in the past and had formerly owned two planes, was suspected of transporting liquor in them during Prohibition. However, he had never received any definite information relative to that fact. Continuing, Mr. Fenton stated that Zetzer had owed him about \$270.00 for gas and oil and service, but had paid him for same at the time of the purchase of the plane.

Agent questioned Mr. Fenton as to whether he had heard any rumors as to where Zetzer had gone when he logged out for Port Clinton, Ohio, on November 8, 1935, at 9:00 A. M. and his return from Indianapolis, Indiana on November 15, 1935 at 12:30 P. M. the next time the ship was logged into the airport. Mr. Fenton stated that he seemed to recall Zetzer stating he had been in the south and southwest and that he was forced down once when he ran out of gas. However, Mr. Fenton was unable to advise Agent as to any particular location or city he had heard Zetzer mention. Continuing, Fenton advised that upon Zetzer's return

he had secured a rate on dead storage for the plane and had placed it for sale and it was later repurchased by Gross. Mr. Fenton stated that he believed Zetzer was connected with the Port Clinton Marine Garage, but was not certain, he further advising that in his opinion Mr. Gross was a very reputable man.

With reference to the plane bearing number NC 150 Y, same is listed to and owned by ^{Mose Lane} Mose Lane, Bowling Green, Ohio, an attorney at law, and is a three-passenger open ^{place} place. Mr. Fenton stated that Mr. Lane had taken a vacation during the late fall and had flown over a considerable portion of the south. According to Agent Hirsh, Mr. Lane is known as "The Flying Attorney" and the papers had carried a story of his vacation trip.

Mr. Adelbert Gross of the Gross Electrical Company, 211 Platt Street, Toledo, Ohio, was interviewed and he stated that he was the owner of a Stinson, Jr., four-passenger cabin plane, license NC 12180, having purchased same in July, 1935, and selling it on November 8, 1935 to John Zetzer of Port Clinton, Ohio, for cash, and later repurchasing same from John Zetzer on February 3, 1936. The plane is in the name of the Gross Sales Air Service and Mr. Gross exhibited to Agent a Department of Commerce certificate as evidence of his purchase of the plane on February 3, 1936. Agent questioned Mr. Gross as to the exact purchase price Zetzer paid him and Gross stated that he would rather not state, however, he advised it was between \$1,500 and \$2,000. Agent also questioned Mr. Gross as to whether he had had any prior dealings with Zetzer in regard to the plane and he advised that he had not inasmuch as anyone who was familiar with the airport knew he had it for sale. Mr. Gross was also questioned as to any inquiry he had made of Zetzer's credit, and he stated that he had checked with boat dealers in Port Clinton and found Zetzer's credit good, and inasmuch as Zetzer paid him cash he did not look into it any further.

Detective Harry K. Manson advised that Zetzer was known as a bootlegger, who had run liquor by plane during Prohibition and had been arrested by the Toledo police at the request of the Prohibition Unit.

A further check of the airport log covering the period during which John Zetzer owned the plane, revealed that on January 5, 1936 at 9:52 A. M. Zetzer was logged out of the airport for Youngstown, Ohio with two passengers and on January 15, 1936 at 11:50 A. M. he was logged out for Detroit, Michigan with no passengers.

With reference to the trip made in the plane by Zetzer on January 5, 1936, mentioned above, Zetzer when interviewed advised that he made the trip from Toledo to Youngstown and return on the same date and that on this trip he took three passengers, one of whom was Sam Conti of the Standard Products Company, Port Clinton, Ohio, another individual named "Big Tom", and another individual whom he did not know.

The following signed statement was secured from Adelbert Gross of Toledo, Ohio, with reference to his dealings with John Zetzer relative to the Stinson plane, NC 12180. This signed statement is being retained in the Cleveland office file:

"Toledo, Ohio
"March 28, 1936

"I, ADELBERT GROSS, make the following statement to Special Agent B. M. Hirsh, Federal Bureau of Investigation, U. S. Department of Justice, voluntarily and of my own free will.

"I operate the Gross Sales and Service Company at 211 Platt Street, Toledo. I also operate the Gross Sales Air Service, Inc., both for pleasure and business.

"I am the owner of a Stinson, Jr. 4 passenger cabin plane license NC 12180, having bought this plane in July, 1933.

"I sold this plane on Friday, it being either November the 7th or 8th, 1935. This plane was sold to John Zetzer of Port Clinton, Ohio, 410 Laurel Avenue.

"I have known John Zetzer for about the past two or three years but not personally. I have seen him about the airport where I knew he was a flyer.

"The Stinson plane which I owned I had been trying to sell for several months prior to the time I sold it to Zetzer. It was my intention to sell it and obtain newer equipment for my own use. As I recall I had several discussions with the Stinson factory at Wayne, Michigan trying to make a deal with them on the plane. This was several months or more before November, 1935.

"I believe the first inquiries made by Zetzer to purchase the plane were made to Tommy Metcalf who does the commercial flying for me. This was a week or two prior to the date of the sale. "Tommy" told me about the inquiries although I did not talk to Zetzer. About 3 days to a week before Zetzer bought the plane, he called me on the phone and asked what I wanted for the plane. I told him \$1,800.00.

"On Friday morning, November 8, 1935, about 7 A. M., Zetzer came into my place of business and we dickered on the price. He offered \$1,700.00 and I accepted his offer. He paid me \$1,500 in cash and signed a note for the remaining \$200.00. As I

recall the money made quite a stack and the denominations of the bills were not very large. I am unable to recall just what denominations they were. I deposited this money at the Toledo Trust Company, Starr and E. Broadway on November 8, 1935.

"I made out a sales ticket covering the transaction on this same date. I also prepared and executed the regular Department of Commerce form which I forwarded to Washington, D. C. It is also my recollection that a letter was sent to the Department of Commerce office in Wayne, Michigan, advising them of the transfer of this ship.

"At the time of this purchase, Zetzer offered no explanation for wanting to buy the ship and I made no inquiries of him to find out. He gave me the definite impression that he was buying the ship for himself.

"I also recall now that on the day before Zetzer bought the ship, I got a telephone call from Metcalf that Zetzer was at the airport and was looking at the ship. I took my cousin, Prentice Gross, who is a notary public, out to the airport with me and I thought I could complete the deal that same day. At that time Metcalf, my cousin, Zetzer, and I, as well as two or three other persons whose names I cannot recall, nor whose identities do I know, were also around. However, Zetzer did all the talking and indicated that he would buy the ship and told me that he would come to my place of business that night. I had my cousin present that night but Zetzer did not show. He did come early the following morning.

"I understand from my son, who went to the airport to deliver the ship to Zetzer, that Zetzer took off that morning and flew the ship to Port Clinton. I did not see him fly the ship, however.

"I later bought a Stinson Reliant ship from the Franklin Airways Advertising Company of Pittsburgh, Pennsylvania. This ship was purchased on November 21, 1935 and I paid \$2400 for it.

"On January 26, 1936 this ship was damaged and I made arrangements to sell it to the Skyways, Inc. of Cleveland. I then needed another ship for myself and understood that Zetzer's Stinson was again for sale.

"I got in touch with Zetzer and he came to the airport (Transcontinental) at Toledo where the deal was made and the ship transferred back to me.

"My check book stubs indicate that I drew a check for \$1,287.50 to Zetzer on January 30, 1936 for the ship. I also paid by check to the airport the sum of \$212.50 which Zetzer owed to the airport, making a total purchase price paid of \$1,500.00.

"Also as I recall it, about a week or so after I sold the ship to Zetzer on November 8, 1935, he paid me the additional \$200 which he owed and I turned back to him the note which he gave me.

Witness: /s/ A. ~~ED~~ Gross
B. M. Hirsh, Special Agent,
Federal Bureau of Investigation, U. S. Dept. of Justice,
Cleveland, Ohio."

Special Agent R. M. Hirsch conducted the following investigation submitting same in form of memorandum dated March 29, 1936:

In accordance with instructions of Special Agent in Charge E. J. Connelley, interview was had by the writer with Adelbert Gross, by whom Stinson, Jr. plane, license NC 12180 was sold to John Zetzer, Port Clinton, Ohio, and a signed statement concerning the transaction obtained from him.

In connection with the information obtained from Adelbert Gross it might be added that Mr. Gross was not sure of the exact date of the sale at first in view of the fact that the sales ticket, which he had in his possession, covering the sale, the duplicate of which he gave to John Zetzer, was dated November 8, 1935, whereas he also had in his files a copy of a letter in his own handwriting dated November 7, 1935, the original of which he believed had been forwarded to the Department of Commerce, Wayne, Michigan, advising of the sale of the Stinson plane to Zetzer. Mr. Gross stated that he prepared the Department of Commerce form showing the record, transfer, and re-assignment of the plane on the date of the sale and forwarded it to Washington, D. C., but in addition to this, which is the only notification necessary, he believes that he also advised the Department of Commerce at Detroit, Michigan, which supervises this district, so that there would be no possible delay in the transfer of the liability for the ship from himself to Zetzer. Another letter in his file indicated that the Department of Commerce office in Michigan is at the Wayne County airport, Romulus, Michigan, and not Wayne, Michigan.

Mr. Gross searched his records for correspondence indicating that he had been in touch with the Stinson factory in Detroit, Michigan, regarding a possible trade of instant plane on a newer used plane, but he was unable to find any such records. He stated that he had been trying to sell this plane for a long time, however, and that this was known about the airport.

Mr. Gross also stated that after thinking over the date of November 8th, he is quite positive that the sale took place on that date and that it was a Friday. In this particular connection he advised that he was able to recall that it was a Friday because he has a superstition about buying anything on Friday; that when Zetzer came in early on that morning and went through with the deal he did not want Gross to date the papers for the sale as of Friday, stating at the time that he was superstitious about buying anything on Friday. Mr. Gross stated that he was quite surprised that Zetzer seemed to have such a superstition inasmuch as he did not feel that Zetzer was that type of individual. Mr. Gross advised, however, that as the sales ticket shows, he did date the sale on that date and that it was his recollection that the original Department of Commerce form, which he sent to Washington, D. C. covering the transfer of the plane, was also dated on Friday, which was November 8, 1935.

Mr. Gross exhibited to the writer his personal bank book which showed therein the deposit of \$1,500 on November 8, 1935. This account is in the Starr Avenue and East Broadway branch of the Toledo Trust Company.

Mr. Gross also advised (after the signed statement was taken) that Zetzer came to his place of business on November 8, 1935, in company with his wife, and that there appeared to be no one else with him.

In connection with the information concerning the collection of the remaining \$200.00 owed him on the plane, Mr. Gross advised that about a week after the purchase of the ship, Zetzer was in Toledo and paid the money owing. Mr. Gross stated that he turned back to Zetzer the note that he had executed. In connection with the return of Zetzer to Toledo on this occasion Mr. Gross advised that he had no information that Zetzer had then returned from a flying trip, or was anything said as to what he had been doing with the plane since its purchase.

Mr. Gross described Zetzer as being quite close mouthed and one who did not do much talking about the airport. Mr. Gross advised that it was known that Zetzer had been involved in difficulties during Prohibition days and one of his ships had been confiscated by the Government because he, Zetzer, had been transporting liquor in it from Canada. It appears that Zetzer, when about the airport, went about his own business and never had a lot to say to anyone.

In connection with the purchase of the Stinson Reliant plane, Mr. Gross exhibited bill of sale to same showing the date of the purchase as November 21, 1935. Mr. Gross stated that following the sale of the ship to Zetzer he needed another to take its place, which was the reason for the purchase of the Reliant.

He exhibited to Agent a letter from the Bureau of Aeronautics, Department of Commerce, which acknowledged report of the accident of the Stinson Reliant plane. This letter was dated February 4, 1936. Mr. Gross advised that the accident occurred on Sunday, January 26, 1936, and that as he did not care to repair the ship he made an effort to sell it "as is"; that he did get a good offer from the Skyways, Incorporated of Cleveland, Ohio, to whom he expected to sell; that immediately following the accident he needed another plane for his own use and having heard either from Tommy Metcalf or from airport employees that Zetzer had the Stinson of his for sale, he got in touch shortly thereafter with Zetzer to repurchase the plane. It was his recollection that he got in touch with Zetzer telephonically at Port Clinton and that Zetzer offered to sell the plane back to him. Mr. Gross also stated that he made arrangements for Zetzer to come to Toledo; that he met him at the airport where he completed the negotiations for the repurchase of the plane, the price being fixed at \$1,500.00. The deal was completed at the airport where the papers

covering the transfer were prepared and notarized. Mr. Gross further advised that Zetzer owed the airport \$212.50 and that to complete the purchase he made out a check to the airport for \$212.50 and a check to John Zetzer for \$1,287.50. Mr. Gross had exhibited to Special Agent C. E. Smith previously and also exhibited to the writer the regular Department of Commerce transfer form which he now has in his possession, showing the plane in his name. This transfer form was dated February 3, 1936, and according to statements made by Gross was supposed to have been dated on the day the transfer of the plane actually took place. Apparently this was the reason Mr. Gross was reluctant to exhibit cancelled checks showing the purchase price which he paid for the repurchase of the plane, because when he finally showed Agent his check book stubs there was contained therein an entry on January 30, 1936 for the payment of \$212.50 to the airport and \$1,287.50 to John Zetzer. Mr. Gross then stated that apparently the repurchase of the plane took place on January 30, 1936, and not on February 3, 1936. In connection with the cancelled checks, Mr. Gross advised that he did not have these in his possession as the bank with whom he does business does not prepare a statement each month of cancelled checks, but waits for a request by the depositor. Mr. Gross advised that the cancelled checks showing the above transaction therefore are still in the possession of the bank.

In connection with the statement that Mr. Gross' son had turned the ship over to Zetzer at the airport when Zetzer first bought it, this son came into Mr. Gross' place of business before the completion of the statement by Mr. Gross. Robert Gross, the son, was, therefore interviewed by the writer. He advised that the only person he observed with John Zetzer on the morning he delivered the plane, was Zetzer's wife; that at no time, while at the airport prior to the departure of Zetzer with the plane did he so much as indicate what he intended to do with the plane, or what his plans or intentions were regarding its purchase.

As a matter of information, Mr. Adelbert Gross now realizes that Zetzer is probably involved in some way with the "low" in his operation of the plane. He suspects this partly in view of Zetzer's past activities. Mr. Gross also admitted that he had a "wild" suspicion as to what Zetzer might be involved in, but stated that as he had no grounds whatsoever to support his belief, he would not, under any circumstances disclose his suspicion. Try as the writer would, Mr. Gross would not elaborate any further on this suspicion that he has.

In connection with the statement made that it appeared to Gross that on November 7, 1935, while at the airport showing the plane to Zetzer, he recalled that Tommy Metcalf, Prentice Gross (his cousin),

Zetzer and he were present and that there were also about the plane at the same time some two or three other persons, Mr. Gross stated that he is unable to exactly recall who these persons were; whether they were attaches of the airport or not; further that he does not recall how many there were, and is unable to recall anything which would establish their identity. He did state that Tommy Matcalf might remember who these parties are. With regard to these persons, Mr. Gross stated that they did not interest themselves, or get into the discussion concerning the purchase of the plane at all, but that this was done entirely between Zetzer and him.

Messrs. Gross were requested to keep this inquiry entirely confidential, which they assured the writer they would do.

The following investigation was conducted by Special Agent E. N. Johnson and was submitted in memorandum form under date of April 1, 1936:

On visiting the Youngstown Municipal Airport, Lansdowne Road, no one was found there. Subsequently T. M. Jones, manager of the airport, was contacted at his home, 353 West Delanson Street, Youngstown, Ohio. Immediately upon being questioned as to the log of ships arriving at and leaving the field, Jones asked if it was John Zetzer on whom we were checking up. He was advised that we wanted to get a record of all ships which had been at the airport since October, 1935. Jones advised that he kept no log of ships, but could remember all that had been in since last fall. However, he stated that he had ^{not} been out at the field much since the first of the year. He advised that the ships which had stopped there since last fall were a Stinson owned by the Auburn Company, four new Taylor Cubs coming through on their way from the factory, one piloted by Sunderph of Cleveland and one by Fred Smith, State Director of Aeronautics.

Questioned as to why he had spoken of Zetzer, Jones stated that he knew Zetzer personally and knew from hearsay that Zetzer had flown liquor and he had been reading in the papers of Zetzer's recent disappearance. He stated that Zetzer was well known in Youngstown. Jones stated that he did not know with whom Zetzer associated in Youngstown and that the latter had not lived in the city for years. Jones advised that the last time Zetzer had brought a ship to the airport was early last summer when he had a Stinson, Jr. About last October or November Zetzer had been at the field without a plane and wanted to buy one from Jones, but would not offer enough to induce Jones to sell. Jones advised that Zetzer had asked about buying a ship several times during the summer also.

Jones advised that William Castle, who had a repair shop next to Watson Field would probably know what ships had landed there and that Ralph Seidner, Jr. ran the Seidner Airport.

At the Bernard Airport, which is larger and more active than the Municipal Airport, the writer interviewed Kenneth Wright and Earle Hinkle, who operate the said airport. They advised that they keep no log of ships coming to or leaving the airport. They both stated that the only ship that had used the hangar and stopped over night since last fall was one piloted by a man who ran an airport in Indiana, not far from Chicago, and had been on his way to Philadelphia for a new motor. He stopped on his way back and had changed motors. Wright and Hinkle advised that various ships stopped there for gas and went on again, but they had no record of them. Hinkle advised that transients were more likely to go to a municipal airport.

William Castle who has a repair shop next to Watson Airport, a small airport, was interviewed. Castle, who is at the field more than anyone else, stated that to his knowledge no out-of-town ship had stopped there last fall, or this winter. He further stated that during the winter the field was not useable due to the snow.

Ralph Seidner, Jr. was interviewed relative to planes landing at Seidner's Airport. He advised that no log was kept, but that he knew the planes that had been in. He advised that other than planes attached to the other local airports the only ships that had been in had been a Waco and a Little Lear, both from near Mansfield or Massillon, Ohio, and piloted by Ken Saunders, an acquaintance of his who was using them to get flying time. The only other out-of-town ship was an American Eagle which stopped there two or three weeks ago with two occupants. He does not know who they were, but said they were interested in buying a Waco and were going over to the Bernard Airport to look one over.

The description of John Zetzer and his criminal history have been reported by Special Agent in Charge E. J. Connelley in his report dated at Chicago, Illinois, April 11, 1936.

Edith Barry, 524 Southard Street, Toledo, Ohio, it is to be recalled, is a notorious Madam in that city, operating at the address 524 Southard Street a call house and also a house of prostitution, catering to persons known to her. She has been given attention in this investigation on numerous occasions in the past and investigations conducted have established that she has been receiving police

protection in Toledo, and investigation further reveals that undoubtedly she became acquainted with various subjects in this investigation in the summer of 1934, and thereafter, on several occasions, Karpis and Campbell visited her house where they were put up for days at a time, it appearing that particularly following the escape of Karpis and Campbell at Atlantic City in January, 1935, they proceeded to her house, where they were given refuge. Telephone taps have been established on this woman in the past and as a matter of fact one is being presently maintained on her telephone, however, it appears that no conversations take place over the telephone other than those dealing with her prostitution activities. She resides in a very undesirable section of the city, surrounded by dilapidated houses occupied by negroes, and it has been impossible to establish a plant of observation on her premises with any degree of satisfaction.

Special Agent in Charge E. J. Connelley and the writer called at Edith Barry's house of prostitution on April 8, 1936, where Edith Barry was interrogated in detail by Special Agent in Charge E. J. Connelley. The results of this interview are set out in the report of Special Agent in Charge E. J. Connelley, dated at Chicago, Illinois, April 11, 1936.

While Special Agent in Charge E. J. Connelley was interrogating Edith Barry the writer, in so far as was possible, frisked various rooms in the house, and succeeded in locating an address of one Marie Taylor, 460 Prentiss Street, Detroit, Michigan, Temple 17159. In this connection reference should be made to the letter from the Cleveland office to the Chicago office, dated March 25, 1936, containing information that Harry Campbell allegedly married one Marie Taylor of Toledo, Ohio. It is thought possible that Marie Taylor, whose address was found in Edith Barry's place, may be the Marie Taylor whom Campbell is alleged to have married, and accordingly the Detroit office has been requested to conduct appropriate investigation with reference to Marie Taylor at Detroit.

Also an address was located for one M. Butler, 8733 Glencoe Circle, Wawatosa, Wisconsin, telephone Greenfield 1233. It is to be recalled, as previously set out in investigation in this case, that at the time Lou Poole of Toledo, Ohio, was a prostitute at Edith Barry's place and had sexual relations with Karpis and Campbell, there was also located there a prostitute by the name of "Peaches" Butler, who is thought to have recognized Karpis and Campbell, realized their identity, whereupon she left Edith Barry's place. As a result of a mail tracing on the mail of Edith Barry, as previously reported in this investigation, it was ascertained that she had received a letter from 8733 Glencoe Circle, Wawatosa, Wisconsin, and the Milwaukee office was requested to

conduct appropriate investigation to determine whether or not "Peaches" Butler resided at that address. It would appear that in view of the address of the Butler girl being found in Edith Barry's place, that she in fact resides at Wavertosa, and accordingly the Milwaukee office was requested by letter to conduct appropriate investigation to determine whether or not the Butler girl is at that address, in order that the Cleveland office may have this information in the event Special Agent in Charge E. J. Connelley desires to have this woman interviewed as a possible witness against Edith Barry in the event harboring charges are filed against Edith Barry.

Previous investigation in this case has also established that apparently James "Tip" O'Neill of Cleveland, a gambler, who is closely allied with operators of the Harvard Club, namely, Shimmy Patton and Art Hebebrand, has some connection with Edith Barry. An address was located in her home, which address was as follows: "Jimmy, 3111 Harvard Avenue, Michigan 8250." It is thought that possibly the person referred to is "Tip" O'Neill, who is sometimes referred to as Jimmy. The address and telephone number are those of the old Harvard Club. In this connection, as set out in report of Special Agent E. J. Wynn, Cleveland, Ohio, dated March 24, 1936, the long distance telephone calls of the Silver Grill at Cleveland, Ohio, a rendezvous for "Tip" O'Neill, and other gamblers of the Harvard Club, reflect calls made from that number to Edith Barry's number at Toledo, and also, as has been previously reported, there have been long distance telephone calls from the Harvard Club at Cleveland to Edith Barry's telephone at Toledo.

As indicated above, the telephone tap on the telephone of Edith Barry is being continued at this time, however, no pertinent information has been forthcoming as a result of this tap.

Joe Roscoe, who operates the 42nd Street Cafe at Toledo, has received attention in this investigation for some time, and as indicated in this report there is reason to believe that he was closely allied with Karpis and Campbell, and other participants in the Garrettsville mail train robbery on November 7, 1935. A telephone tap was established on the telephone of the 42nd Street Cafe, Secor and Broadway, telephone Main 0869, on April 8, 1936, prior Bureau authority having been secured. The setup on this tap is covered in memorandum submitted by Special Agent C. E. Smith, Cleveland, Ohio, dated April 8, 1936, which is as follows:

Jimmy O'Neill

Information relative to the tap on the telephone of the 42nd Street Cafe, Sagor and Broadway, telephone MAIN 0868, owned by Joe Roscoe:

Place where tap and surveillance is being maintained:
2nd floor of Home Building and Savings Bank, 302-12 Broadway.

Tap being maintained by Special Agents L. V. Arms and H. B. Dill.

Number of telephone where they can be reached, to be used only in case of emergency: Adams 3211.

In connection with this tap a garage in the immediate vicinity of the bank will be rented and the Hudson sedan, which was used by Special Agent Richmond, will be stored there for the use of Agents Arms and Dill in case of emergency.

They will also be supplied with a .351 rifle #46362, and a supply of shells for same.

Under present arrangements, Agents Arms and Dill do not leave the bank at any time from 4 P. M. to 8:30 A. M., except, of course, in case of emergency.

The upper floor of the bank was rented for \$10 a month, which includes heat and such light as is necessary. The place previously rented for surveillance purposes is being retained for emergencies, but is not being used at the present time.

I am attaching an explanation of the tap for the record. It is requested that I be furnished with a copy of this memorandum for reference purposes.

Ted Angus was interviewed by this Agent and Special Agent J. M. Jones on April 1, 1936, upon instructions from Special Agent in Charge E. J. Connelley, it being recalled that Angus was previously interviewed by Special Agent in Charge Connelley, at which time he promised to cooperate with the Bureau in securing information as to the present whereabouts of Karpis and Campbell. The point brought to the attention of Angus at the time was that the Bureau expected that he would cooperate and exercise some initiative in ascertaining information. He stated he fully realized his position in the matter and that he was keeping the situation in mind and would follow the instructions given him by Special Agent in Charge Connelley in the event he received any information.

It is to be recalled that, as set out hereinbefore in this report, that information was secured from post office inspectors who in turn secured the information from John Brock, that possibly the fugitives in this case might contact Guy Tibbles, who was formerly a motorcycle police officer at Toledo, Ohio, and who, as set out in previous investigation in this case, has had some connection with Middle Island where the subjects undoubtedly in the past have visited.

Special Agent B. M. Hirsh, by memorandum dated April 3, 1936, submitted the following with reference to Tibbles:

For the purpose of developing information concerning the present whereabouts of Guy or Bill Tibbles, formerly a motorcycle police officer of the Toledo Police Department, and who was reported to have possibly transported the subjects in this case from Toledo to Middle Island in motor boats operated by him, and who recently was reported to be operating a boat livery near Danbury, Ohio, which was being frequented by the subjects, the following investigation was conducted:

Interview was had with Detective Harry K. Manson, attached to the County Prosecutor's office at Toledo. Detective Manson stated that he knew of no place which Tibbles was operating in the vicinity of Port Clinton, or Danbury, Ohio. He did advise that he knew the names of several persons from whom he might obtain the information, but in view of the fact that it was desired that it be kept entirely confidential, it was decided that interview would be had with an informant of Detective Manson, which informant is located at Sandusky, Ohio.

Interview, therefore, was had by Detective Manson, Agent Dill and the writer with Ted Robert, who operates a filling station about two miles east of Sandusky, Ohio, on Highway #27. Robert during prohibition times was a big bootlegger and operated extensively in the entire vicinity. He stated that he knew of no one named Bill Tibbles, but did know Guy Tibbles, but only slightly. He advised that Guy Tibbles was the operator of two or three motor boats on the lake and that he was reported to be operating a boat livery and boating place somewhere near Port Clinton, the exact location unknown to him. He thought this place was near Locust Point, Ohio, or near Oak Harbor, Ohio. He stated that inquiry at the Traveler's Inn at Port Clinton might develop information concerning the location of this place, but stated that if the persons at that place knew Agent's identity the information would probably get back to Tibbles.

Wobser also stated that Guy Tibbles has always been very close with one Bill Grievess, who is reported to be residing in Vermilion, Ohio. As far as Wobser knew, Grievess might be running some sort of an establishment at Vermilion. Bill Grievess, according to information, is identical with a person known to Detective Manson by the name of Ollie Zetz, alias Zess, who was shot through the neck by a Monitor rifle wielded by an officer of a Coast Guard cutter during prohibition. Grievess served time after recovering from the above injury, being sentenced in the Federal Court at Toledo, Ohio. According to Wobser, Grievess, after being shot in the neck, was treated by a Dr. Sarchay (phonetic) of Sandusky, Ohio, and that this doctor, although he saved Grievess' life was never paid by Grievess.

Wobser also advised that about two days prior to Agent's visit, which occurred on March 31, 1936, one Harry Brenner of Cleveland, Ohio, who is supposed to be hooked up with Johnny King in the boot-legging racket in Cleveland, passed through Sandusky, Ohio, and got gasoline at his place of business. According to the newspapers, Wobser stated that Brenner was reported as missing from Cleveland and that his whereabouts was not known.

Attempts were made unsuccessfully at Port Clinton to contact responsible persons in an effort to ascertain the whereabouts of Tibbles' place; none of the persons sought was available.

On April 1, 1936 the writer interviewed Mr. Gerald P. Openlander, Assistant United States Attorney, Toledo, Ohio, who is acquainted with Guy Tibbles. Through efforts made by Mr. Openlander he was able to ascertain that Tibbles presently operates an eating place and boat livery, which is located six miles east of Port Clinton, Ohio, on Highway #163. This is the main highway from Port Clinton to Marblehead, Ohio. The place was reported as being a large brick building and is further identified as having a large sign in front advertising boats, and various fish. Mr. Openlander also advised that he learned that Tibbles operates two speed boats as well as a large cabin cruiser which can be rented for trips on the lake. As far as Mr. Openlander could ascertain, no liquor is served at the place run by Tibbles, but if a guest brings his own liquor or beer, it will be served to him at the place.

Mr. Openlander also ascertained from the office of the U. S. Collector of Internal Revenue that no beer or liquor license has been issued by the United States Government to any person by the name of Guy Tibbles in this vicinity.

In connection with the disappearance of John Zetzer, Port Clinton, Ohio, Mr. Openlander advised the writer that he had learned from someone, whose name he was not at liberty to disclose, that some months ago information came to this party from Joseph Zetzer, John's brother, that the Zetzer brothers intended to get into the gold smuggling racket; that they intended to bring in gold dust from some point in Canada to the United States. This party was reported to have advised the Zetzers against getting into that racket but evidently his attempts were not successful because it appears that the Zetzer brothers did get into the racket, being mixed up in it with a Cleveland, Ohio gang and brought gold dust into the United States by automobile from some point in Canada.

Mr. Openlander also advised that Guy Tibbles is a United States Deputy Game Warden, being an assistant to Fred Brint, U. S. Game Warden for this district. Mr. Brint resides in Sylvania, Ohio.

The following memorandum was submitted by Special Agent H. B. Dill under date of April 2, 1936:

The following investigation was conducted by Special Agents L. W. Arms and H. B. Dill on April 2, 1936.

It was ascertained that W. G. (Guy) Tibbles lives on RR #1, Port Clinton, Ohio. His home is located six and one-half miles from the corporate limits of Port Clinton, east on state highway 163, on the north side of the highway. His home is a large, two-story, brick house. About fifty feet west of his house is located a brick garage large enough for three cars. Agents observed a car in the garage, which car appeared to be a 1936, black, Oldsmobile sedan. The car bore 1936 Ohio license plates number 6785 P. Both the house and the garage are about fifty feet from the road.

Tibbles' place is used as a fishing camp. To the rear of his house are located several cottages. The cottages are very small and they border on a body of water known as East Harbor. In the front of Tibbles' house and about in line with his garage there is a large sign which bears the following inscription, "Lake Erie Reef Fishing - Speed Boats and Cruisers - Trips to the Islands, etc." About fifty yards west of Tibbles' home is located the Danbury Repair Garage. This garage is about sixty feet wide by thirty-five feet deep. In the front there are three Sohio gas pumps. About fifteen feet west of the garage is a house with about four rooms. Both the repair garage and the four room house are located about thirty feet north of highway 163. There is an orchard between the repair garage and Tibbles' house. However, the view from the garage to Tibbles' house is clear in view of the fact that there is no foliage on the trees at this time of the year.

On the south side of highway 163 and about three hundred yards east of Tibbles' home is located a small two-story frame house. The view from this house to Tibbles' place, including Tibbles' cottages, is clear. The only obstruction is an orchard of bare fruit trees. On the west side of this house there are no upstairs windows. However, it is possible that a commanding view of Tibbles' place can be obtained from the upstairs front windows. The name John Minderman appeared on the mail box in front of this house.

On the north side of the highway, about 350 yards east of Tibbles' place, there is a one-story frame house. On the mail box in front of this house the name Rose M. Orr appears. Due to the formation of the terrane and the thick orchard to the west of this house, Tibbles' place cannot be observed from this point. For this reason no further investigation regarding this place was made.

State highway 163 runs east from Port Clinton to Marblehead, a distance of about twelve miles. The road is comparatively smooth and just wide enough for two cars. The strip of land east of Port Clinton is a small peninsula about thirteen miles long and about eight miles wide, at its widest point. The peninsula is bounded on the north and east by Lake Erie, on the south by Sandusky Bay and on the west the mainland. Marblehead is located on the point of the peninsula and Tibbles' place is about half way between Port Clinton and Marblehead. There are very few roads on this peninsula. This is a south road leading from Marblehead to Danbury, where highway number two crosses the Sandusky Bay. The condition of this road has not yet been ascertained.

Mr. William L. Zeis, postmaster at Port Clinton, on being contacted by Agents, stated that he did not know John Minderman. He stated, however, that there were quite a few Mindermans in and about Port Clinton; that they were all related so far as he knew, and that they all bore a good reputation. The Post Office Directory listed John Minderman's address as Box 82, RR #1. Other persons receiving mail at that address were Sophia and Pearl Minderman. It will be noted here that John Minderman is the person who lives in the two-story frame house three hundred yards east of Tibbles' place.

Mr. Zeis stated that the Danbury garage is being run by Al Nissen; that Nissen married a niece of his wife's and that Nissen bore a very good reputation. He stated that Nissen is about 25 years of age and resides with his wife in the house located about fifteen feet west of the garage (described above). Zeis further stated that

he had seen Nissen with Guy Tibbles on a number of occasions; that Tibbles is much older than Nissen and that the reason Nissen and Tibbles were seen together was possibly due to the fact that they were close neighbors. Concluding, Zeis stated that Guy Tibbles was "some kind of game or fish warden." Nothing was said by Agents to Zeis which would indicate the purpose of this investigation.

It was ascertained from the Port Clinton telephone directory that W. G. Tibbles' number is 6111; also that the telephone number of the Danbury Garage is 6114.

Agent Dill went into the Danbury Garage, under the pretext of wanting to use the telephone, and while there ascertained, through discreet questioning, that all the telephones in that neighborhood are dial telephones.

The Port Clinton Airport is located on the south side of highway 163 about five and one-half miles east of Port Clinton and about one mile west of Tibbles' place.

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Joe Rich of Canton, Ohio, has received some mention in investigation conducted in this case in the past, particular reference being made to the report of Special Agent E. J. Wynn, Cleveland, Ohio, dated February 17, 1936, said report reflecting that Archie Negleman stated that the latter part of January, 1936, Clayton Hall of Youngstown, Ohio, drove subject Karpis to the home of Joe Rich at Canton, Ohio.

Joe Rich operates a house of prostitution at Canton, Ohio, at the northeast corner of Fourth, SE and Walnut Streets, with his wife, who is known as Edna Heney, and who has been a notorious prostitute in Canton, Ohio for many years. As previously set out in this report, in interview with [REDACTED] the latter advised that on January 16, 1936 he drove Karpis from Youngstown to Canton and in the latter town Karpis left him at a place about one block from Rich's house of prostitution. It is also being recalled that [REDACTED] stated that when he [REDACTED] arrived at Hot Springs, Arkansas, by plane from Youngstown, Ohio, about January 17, 1936, he contacted Grace Goldstein, and advised her that she was to take the plane of Stover and proceed to Canton and register at the Onesto Hotel, where she would be contacted by Karpis. b7c

Special Agent W. J. McNulty and the writer, on April 9, 1936, interviewed Earl Kiel at the airport at Canton, Ohio, who stated that he recalled that in January, 1936, a Ryan J-5 plane landed in the late afternoon at the airport, at which time Kiel was busy instructing

some students in the art of flying; that from some distance he noted that a large green coupe came up after a short time and took one or more passengers from this plane and drove away; that a short time later he, Kial, came to the hangar at which time he talked with the pilot and the latter's wife, noting at this time that the pilot walked with a decided limp; that the pilot, whose name he could not recall, advised Kial that he was desirous of taking off early the next morning and at that time arrangements were made whereby Kial was to be at the hangar around six A. M. the following morning; that Kial drove the pilot and the latter's wife to the Courtland Hotel at Canton, Ohio; that he, Kial, arrived at the hangar the next morning about six A. M. and shortly thereafter received a telephone call from the pilot, and shortly thereafter the pilot and his wife came out in a taxi cab; that the pilot's wife remained in the hangar near the stove while the pilot went out to get the plane ready; that shortly thereafter a large green convertible LaSalle coupe, which was comparatively new, drove up and parked near the plane, at which time Kial observed a man and a woman leave the coupe and board the plane; that at this time there was a great amount of baggage loaded into the plane; that he, Kial, assisted the pilot's wife into the plane and closed the door of the plane just before it took off, noting definitely that the plane contained the pilot, the pilot's wife, and another man and woman, however, he was unable to observe the latter couple; that he recalled at that time that the plane was very heavily loaded and he had his doubts as to whether or not they would be able to make the trip; that the pilot advised that he was en route to Hot Springs, and that his first stop would be Louisville, Kentucky; that following the departure of the plane the driver of the LaSalle coupe drove up to the hangar office to get warm, at which time the driver engaged Kial in conversation concerning flying; that this driver was decidedly Italian in appearance, short in stature, dark complexion, and had very peculiar, piercing, dark eyes. Mr. Kial was shown a group of photographs containing the photograph of Joe Rich, and immediately upon seeing the photograph of Joe Rich identified it as being the likeness of the individual to whom he referred. In this connection he stated that he was particularly impressed with the LaSalle coupe and that he is at the present time positive that it was a LaSalle, green in color, canvas top of the convertible type. He further stated that as he recalled this was the identical car which drove up the evening before when the plane landed.

Joe Rich was arrested on March 19, 1936 by Agents of the Narcotic Bureau at Canton, Ohio, at which time his automobile was confiscated, the same being a LaSalle coupe answering the description given by Mr. Kial, as set out above. It would appear that Joe Rich drove Karpis and Grace Goldstein to the airport on the particular morning they left, which would have been January 21, 1936 inasmuch as registrations at the Courtland Hotel reflect that Mr. and Mrs. John Stover of Hot Springs, Arkansas, registered at that hotel at 6:15 P. M.

on January 20, 1936, remaining one night. Concerning the fact that [redacted] drove Karpis to Canton, Ohio on January 16, 1936, it would appear that there is a possibility that Karpis, while in Canton from the 16th to the 20th, inclusive, was associated with Joe Rich. b7c

Agent conducted investigation at the Onesto Hotel in Canton but failed to find any registration for Grace Goldstein on the night of January 20, 1936. In view of information furnished by Kial to the effect that the green, LaSalle coupe drove to the airport on the evening the plane landed at the airport, it is very probable that Joe Rich met Grace Goldstein and there is a possibility that she remained at Joe Rich's house of prostitution with Karpis on the night of January 20, 1936.

Arrangements are being made at this time to plant the premises of Joe Rich for the purpose of watching his activities.

The following investigations were conducted at Youngstown, and Newton Falls, Ohio, by Special Agents E. J. Dowd, T. M. Birch, L. F. Malone, J. B. Fitzgerald, D. E. Wells, W. B. O'Mahoney, W. M. Sirene, C. O. Hurt, John Madala, J. V. Murphy, from April 7th to 14th, inclusive, the reporting Agent being E. J. Dowd:

On April 7, 1936 Post Office Inspector Hettrick returned to Youngstown, Ohio from Hot Springs, Arkansas, and took charge of supervising the work of the seven other post office inspectors, who are presently at Youngstown, Ohio, cooperating with Agents of this Bureau in connection with investigations being conducted at Youngstown and vicinity with a view of locating and causing the apprehension of Alvin Karpis and Harry Campbell.

In a discreet manner Agent Dowd ascertained that Inspector Hettrick, after a conference with the United States Attorney at Cleveland, Ohio, decided to file charges against John Brock, one of the principals and actual participants in the mail train robbery at Garrettsville, Ohio, on November 7, 1936. In a conversation with Inspector Hettrick regarding the matter he stated that one of the other post office inspectors suggested filing against Brock at Akron or Cleveland, Ohio, and in this way avoid publicity, which might interfere with instant investigation in the vicinity of Youngstown, Ohio. However, he believed it would be much better to file such charges at Youngstown and charge Brock with a minor offense, inasmuch as Brock was being held in the office of the United States Marshal on the third floor of the Post Office Building, Youngstown, Ohio, without any process outstanding against him. In a later conversation with F. R. Casey, Post Office Inspector, Agent Dowd, learned that John Brock had been filed on during the afternoon of April 7th under the name of John Robinson, the complaint charging Brock with rifling mails at Cleveland, Ohio. That same

afternoon the United States Commissioner came to the office of the United States Marshal, at which time Brock, under the name of Robinson, was held without bail for a hearing at Youngstown, Ohio, on April 20, 1936. According to Post Office Inspector Casey, Brock will continue to be held in the United States Marshal's office, in the custody of a deputy United States Marshal, who with his son, are guarding Brock, all expenses in connection therewith being paid by the Post Office Inspectors.

On the same day, April 7, 1936, Agent Dowd ascertained that Archie Negleman, former prohibition agent, now confined in the penitentiary at Lewisburg, Pennsylvania, sent word to the post office inspectors that if he were taken to Toledo, Ohio, he would be able to locate the apartment occupied by Harry Campbell and a woman supposed to be his wife. In this connection Negleman stated that he had previously visited the place and talked to Campbell and Karpis in this apartment. The post office inspectors indicated that they might attempt to secure the release of Negleman, and take him to Toledo, as information previously furnished by Negleman regarding Karpis and Campbell had been checked and verified by them.

The above information was transmitted by Agent Dowd to Special Agent in Charge MacFarland at Cleveland, Ohio, and he advised that he would immediately telephone to the Pittsburgh Bureau office and make a request that Negleman be interviewed as soon as possible in regard to this matter.

During a telephonic conversation by Agent Dowd with Special Agent in Charge J. P. MacFarland, the latter instructed that [redacted] be interviewed regarding the number of trips made by [redacted] in the maroon colored Buick now supposed to be owned by Karpis, the number of the license tags, and the possibility that they might have been Louisiana tags. The same day Agent Dowd communicated with Agent T. M. Birch, now on duty in [redacted] residence, and requested him to secure such information from [redacted].

On April 7, 1936, as requested by telephone, Agent Dowd interviewed [redacted] with regard to any additional information he might have as to the visits of Karpis and Grace Goldstein to a farm located near Warsaw, Texas. [redacted] stated that in addition to the information he had already furnished to Special Agent in Charge Connelley, he now recalls that while he was with Karpis and Grace Goldstein at Hot Springs, Arkansas in December, 1935, or January 1936, he heard a conversation between them in which Grace Goldstein indicated that she had a brother in Texas; that shortly before [redacted] visit, Karpis and Grace made a trip from Hot Springs by automobile, taking with them the black Great Dane dog; that Karpis went to Warsaw where he purchased some liquor and got tight, Grace being obliged to drive the car. [redacted] further stated that during this visit to, or in the vicinity of Warsaw, the black Great

Dane dog strayed away and was located by a farmer ten miles away, who returned the dog to Karpis; that on the same visit the dog ran at or jumped on a Texas Ranger. Agent Dowd recalls that when he was assigned to the Dallas Bureau office, Texas Ranger McCormack, with headquarters at St. Augustine, Texas, worked in the vicinity of Warsaw, Texas and might recall the time and place the black, Great Dane dog ran at, or jumped on him or any other Texas Ranger. According to [redacted] Karpis stated he talked to the Texas Ranger and managed to smooth things over. [redacted] further stated that in talking of the incident, Karpis remarked that in the next few days he intended making another visit to the farm in Texas, and [redacted] asked him if it was quite some distance away, to which Karpis replied, "Oh, some two hundred miles or so." [redacted] stated that the black, Great Dane dog was purchased by Karpis for \$50.00 through [redacted] from Harry Wilhite of Youngstown, Ohio. In this connection it will be noted that Agents now planted in the residence of [redacted] observed Harry Wilhite drive to [redacted] place on Sunday afternoon, having with him at the time a black, Great Dane dog, which is said to be a brother to the one owned by Karpis. At the time of this visit [redacted] was away at Cleveland, Ohio, being interrogated in the Cleveland Bureau office. Wilhite talked with [redacted] and made inquiry about [redacted] asking her where [redacted] went and when he would return, finally changing the conversation by saying, "Well, I want to get hold of [redacted] and arrange with him to put his black, Great Dane dog in the Youngstown dog show." [redacted] and his wife state that the black, Great Dane dog, now in possession of Karpis, is about ten months old, and that there are not more than a dozen such black Great Dane dogs in the United States.

On the morning of April 8, 1936, Agent Birch advised that he had talked to [redacted] and the latter stated that he rode with Karpis and Grace Goldstein in the maroon colored Buick owned by Karpis; that the car never had any other than Arkansas license tags, and he, [redacted] never went outside of Hot Springs in the car with Karpis, or anyone else. [redacted] further stated that Grace Goldstein, in September or October, 1935, owned a Chevrolet coupe, and in December, 1935, purchased a green Buick DeLuxe model coupe; that Fred Hunter has a new 1936 blue-black Chevrolet coupe. The green Buick and the Chevrolet coupe, according to [redacted] both had Texas license tags, and he noted that the license numbers were very close, apparently having been issued in the same city or county in Texas at about the same time. [redacted] states that he rode in both these cars, but never outside Hot Springs, and he never noticed any other than Texas license tags. He further stated that after he drove the Terraplane car belonging to Karpis from Hot Springs to Youngstown, Ohio, December, 1935, he stored the car in the garage of Manning-Marino at Youngstown, Ohio, and believes the car is still in that garage, as Karpis and Campbell do not know where the car was stored. For the present it has not been deemed advisable to locate the car inasmuch as Marino is

known to sell cars to gamblers and underworld characters, and therefore cannot be relied upon.

Post Office Inspector in Charge W. R. Briggs from Cincinnati, Ohio, informed Post Office Inspector S. J. Hettrick that he was leaving April 8, 1936 for Washington, D. C. in connection with the present investigations now being conducted by Bureau Agents and Post Office Inspectors at Youngstown and vicinity. Briggs stated that he would call Inspector Hettrick on the telephone from Washington regarding developments.

In conversation between Agents Birch and Dowd and [redacted] confidential informant, [redacted] advised that he is still certain that Alvin Karpis and/or Fred Hunter would visit him at his residence about April 15, 1936, based on inference [redacted] when he left Karpis and Hunter in Hot Springs, the latter part of January, 1936.

On April 9, 1936, Agent John Madala came to Youngstown, Ohio from Cleveland, Ohio, and as requested by Special Agent in Charge Connelley, confidential informant [redacted] was interviewed regarding a trip suggested by him to Hot Springs, Arkansas, where he was to discreetly interview Grace Goldstein relative to the present whereabouts of Alvin Karpis. In this connection [redacted] stated that he believed the trip would result in his securing such information, because when he last saw Karpis at Hot Springs, the latter indicated that he would visit [redacted] at Youngstown, Ohio, about April 15, 1936; that [redacted] was to inform Karpis a few days before that time regarding the condition of the roads, Karpis suggesting further that it might be better for [redacted] to make a trip to Hot Springs, Arkansas for the purpose of advising him as to conditions at Youngstown. [redacted] advised that Karpis and Grace Goldstein had implicit confidence in him, and that he did not believe that the recent raid at Hot Springs, or publicity given the matter would in any way prevent him from getting the desired information. This information was transmitted by Agent Dowd to Special Agent in Charge Connelley at Cleveland, Ohio, together with information from Post Office Inspector Hettrick to the effect that he had learned through confidential informants of his, that Bureau Agents were conducting investigations at Toledo, Ohio, where they probably had set up plants; that confidential informants of the post office inspectors were keeping a watch on Edith Barry's place, and also Joe Roscoe, one of the informants advising that Joe Roscoe remarked that he was being watched by Government agents. Hettrick gave the impression that one of his informants might be a blonde prostitute close to Edith Barry, as Hettrick asked Agent Dowd if any of our Agents had contacted a blonde who worked for Edith Barry. Hettrick further advised Agent Dowd that he intended sending post office inspectors to Toledo to conduct investigations at that place, but he refrained from doing so in order to avoid conflict and possible innocently turning up any plants that might be set up at Toledo by Bureau Agents.

At the request of Special Agent in Charge Connelley, Agent Dowd advised Hettrick that there was no objection to post office inspectors working in Toledo on the case, suggesting that Hettrick see him at the Cleveland office where he would go over the matter with him, before sending the post office inspectors to Toledo. Hettrick was also advised that Agent Madala was taking [redacted] at the latter's request to Cleveland, Ohio, and thence to Hot Springs, and that Special Agent in Charge Connelley suggested that Hettrick get in touch with his inspectors at Hot Springs, telling them of the plan to have [redacted] and a Bureau Agent visit Hot Springs; that in the event they were seen at Hot Springs [redacted] or the Agent accompanying him, was not to be noticed, as the trip was strictly an undercover one, so as to enable [redacted] without any interference to contact Grace Goldstein, and secure from her, if possible, the whereabouts of Karpis, et al. 17c

In the presence of Agent Dowd, post office inspector Hettrick talked from his office in the post office building at Youngstown, Ohio, to post office inspector Hill at Tulsa, Oklahoma, telling him of the proposed trip of [redacted] and a Bureau Agent to Hot Springs, Arkansas, cautioning him that Hill, nor any other post office inspector, and anyone working with them should not notice [redacted] or the Bureau Agent, and in no way interfere with [redacted] in his effort to contact Grace Goldstein.

Post Office Inspector Hettrick appeared to be well pleased at having been kept posted as to [redacted] trip and the request made by Special Agent in Charge Connelley that Inspector Hettrick confer with him at the Cleveland Bureau office relative to the Toledo situation. In this connection Inspector Hettrick advised Agent Dowd that he would proceed to Cleveland, Ohio from Youngstown on the 6:05 A. M. train, April 10, 1936, and confer with Special Agent in Charge Connelley, returning to Youngstown, Ohio, the afternoon of April 10, 1936.

On the afternoon of April 10, 1936 Post Office Inspector Hettrick returned to Youngstown from Cleveland, Ohio, and informed the writer that he had a very satisfactory interview with Special Agent in Charge Connelley at the Cleveland Bureau office, and for the present had decided not to send any post office inspectors into Toledo, Ohio, inasmuch as it appeared that the Bureau Agents had the place well covered. He further advised that since post office inspectors began to work openly with Bureau Agents, he, like other post office inspectors, now realized that by reason of lack of criminal investigative experience and proper equipment with which to run down Karpis and other members of his gang, the post office inspectors faced a difficult task of apprehending Karpis, et al, notwithstanding excellent sources of information received by them from confidential informants, which heretofore had been turned over to local or other peace officers to be used by such officers in causing

the apprehension of Kerpis and other members of his gang, particularly those who participated in the Garrettsville mail train robbery.

In talking to Hettrick he seemed somewhat anxious to know whether Agent Dowd or any other Agents of the Bureau were desirous of interviewing John Brock, now being held on the third floor of the post office building. When told by Agent Dowd, that to his knowledge this Bureau made no such request, Inspector Hettrick replied that he was glad to hear this, because the post office inspectors were depending a great deal on Brock's testimony to convict other members of the gang who participated in the Garrettsville mail train robbery, and if Agents of this Bureau were to interview him, Brock might go back on the verbal statement that he furnished to the post office inspectors, and besides retract other confidential information which is now being checked by the post office inspectors.

Later in the day of April 10, 1936, Agent Dowd had occasion to talk to F. R. Casey, post office inspector, and in a discreet manner ascertained that Hettrick and other post office inspectors are somewhat concerned over the two recent convictions of George Sargent and Anthony Labrizetta, who were charged with holding up a mail truck with guns at Warren, Ohio on April 24, 1935, securing \$72,000 in currency. There were three men on the job, but the third one is still at large. Casey advised Agent Dowd that since the arrest of Brock, they have definitely determined through him that the holdup was committed by Alvin Kerpis, Harry Campbell and a third man known as "Johnny", a stickup man, who came from, or is now in New York City. Johnny is described by Brock as being about 25 years of age, 5'6" in height, 135 to 140 pounds, slender, light complexion. (This may be John Bydo, a subject wanted by the Cleveland Bureau office in the recent robbery of a national bank at Columbiana, Ohio, which case is entitled, "JOHN BYDO, with aliases; UNKNOWN SUBJECTS; UNION BANKING COMPANY, Columbiana, Ohio - BANK ROBBERY.")

Special Agent E. J. Wynn, on reviewing the above described file, secured the following information:

John Bydo is described as follows:

Age	-	25 years
Height	-	5'7"
Weight	-	135 pounds
Hair	-	Light colored
Eyes	-	Light colored
Build	-	Slender
Complexion	-	Slightly dark
Nationality	-	Polish
Peculiarities	-	Very quiet
FBI #182126		

Further information concerning John Bydo, as contained in report of Special Agent M. J. Kavnagh, dated at Pittsburgh, Pennsylvania, April 10, 1936, in the case dealing with the Union Banking Company robbery, reflects, on page 11 of said report, that Chief of Police Steger of Sharon, Pennsylvania, advised that Chief of Detectives T. W. Thomas and Detective John Albaugh of Youngstown, Ohio, had interviewed Frank Bydo, Jr., a brother of John Bydo, and had stated that they intended to turn the address of "Miss Jonny Bydo, Madison Square Apartments, 7 B, 302 West 51st Street, New York City," thought to be an address of John Bydo, over to the post office inspectors at Youngstown, it being indicated that the latter desired to interview John Bydo in connection with the Garrettsville mail train robbery.

Special Agent E. J. Dowd also conducted the following investigation:

Jack Inspector Casey stated that John Brock had informed the post office inspectors that the job at Warren, Ohio was cased by ~~Jake Craver~~, former Assistant Postmaster at Warren, Ohio, and Fred Hunter; that Joe Roscoe of Toledo, also knew of the job and made arrangements for the boys at Toledo, the meeting place being at Edith Barry's call house. Brock was figured in as one of the actual holdup men, but according to Post Office Inspector Casey, Brock missed out and during the time of the robbery was registered at the Lorain Hotel, Toledo, Ohio. Casey stated that Brock was well acquainted with the plans for the robbery, as well as the get-a-way roads, and convinced the post office inspectors that he was telling the truth after visiting the scene of the robbery with the post office inspectors, and travelling with them over the exact roads taken by the bandits after the robbery. Brock advised Inspector Casey that the loot consisted of \$72,000 in currency and bonds, the bonds having been destroyed and the money divided equally between Karpis, Campbell and Johnny, *Brock?* after payment of 10%, or \$7,200, each, to Jake Craver, Fred Hunter, and Joe Roscoe. Brock denied having received any part of the loot. Inspector Casey inferred that this is one of the reasons why the post office inspectors are reluctant in having Brock interviewed by Agents of this Bureau, and furthermore Brock is expecting some consideration from the United States Attorney's office for the information he has already furnished to the post office inspectors regarding those involved in the Garrettsville and Warren, Ohio jobs, Brock having already insisted that he intends to fully inform the court of his associations with Karpis and Campbell and his actual participation in the Garrettsville mail train robbery on November 7, 1935, and his knowledge of the Warren, Ohio mail robbery on April 24, 1935. *67c*

On Friday night, April 10, 1936, Special Agent Lee F. Malone became ill at the [redacted] plant, and was relieved by Agent Dowd.

Agent Malone advised Agent Dowd that a day or two before April 10, 1936, he talked to [redacted] about a green neck tie which he found in [redacted] house, bearing a label, "Joe W. Wunsch, Paris, Texas." [redacted] stated that this tie was the property of Alvin Karpis and he recalled that Karpis stated he visited Paris, Texas during October or November, 1935, and during that visit purchased the tie. According to [redacted] there was some other conversation, the nature of which he could not recall, indicating that Karpis, about the same time, visited Tyler, Texas, and Kilgore, Texas. b7c

On the morning of April 11, 1936, while Post Office Inspector Hettrick was at the [redacted] home with Agent Dowd, a telephone call was received by Hettrick from Post Office Inspector in Charge W. R. Briggs, who at that time was in Washington, D. C. Inspector Hettrick advised Agent Dowd that Mr. Briggs informed him (Hettrick) that after a conference it was decided that post office inspectors in the Cincinnati division would for the time being concentrate entirely on locating and causing the apprehension of Karpis and Campbell, and that in this connection large reward circulars showing the photographs of Alvin Karpis, Harry Campbell and others who participated in the Garrettsville train robbery would be printed and distributed throughout the United States, the Post Office Department having agreed to pay a reward of \$10,000 for information leading to or the capture of the five men, there being \$2,000 set aside on each of the bandits. Inspector Hettrick stated that these circulars would probably be released for distribution after the 20th of April, the day on which a complaint will be filed and warrants issued for Alvin Karpis and his four associates involved in the Garrettsville job.

On the afternoon of April 11, 1936 Special Agent E. J. Wynn came to Youngstown from Cleveland, Ohio, with Special Agent J. B. Fitzgerald, the latter going on duty in the [redacted] residence, Youngstown, Ohio, to replace Agent Malone, who returned to Cleveland with Agent Wynn.

In a conversation with Inspector Hettrick, who drove with Agent Dowd to a plant being maintained on the farm of Clyde Rochat, Newton Falls, Ohio, by Bureau Agents, Hettrick made known to Agent Dowd that post office inspectors had one Joe Rich of Canton, Ohio, under investigation, and at one time figured him as the third man involved in the Warren, Ohio mail job on April 24, 1935; that the driver of the mail truck went to Canton, Ohio and looked at Joe Rich, but stated that he was not one of the men. Hettrick stated that the post office inspectors already had in their possession definite information that Alvin Karpis, on a number of occasions, contacted Joe Rich; that in January, 1936, [redacted] drove Karpis from Youngstown, Ohio and remained at Joe Rich's place for four or five days.

On the night of April 13, 1936, Agent Dowd replaced Agent Wells on duty in the plant being maintained by Bureau Agents and Post Office Inspectors at Stine's residence, Wolcott Road, Youngstown, Ohio. The next day Agent Dowd was relieved by Agent Wells, who went back on duty at Stine's place.

On the night of April 14, 1936, Agent Birch was replaced by Agent Dowd in the plant being maintained by Bureau Agents and Post Office Inspectors in the [redacted] residence, located on Ridgewood Road, Youngstown, Ohio. The next day, April 15, 1936, Agent Birch relieved Agent Dowd, Birch going back on duty in the same house. b7c

On April 14, 1936 Post Office Inspector Hettrick advised Agent Birch that the post office inspectors had two women confidential informants in Canton, Ohio, one who was covering the Quete Hotel and the other covering the activities of Joe Rich; that according to information received through these confidential informants, the post office inspectors are aware that Bureau Agents are making investigations at Canton, Ohio, in an effort to locate Alvin Karpis. By inference, and not by direct statement, it appears to Agent Birch that one of the women informants of the post office inspectors arranged for the bond of Joe Rich at the behest of the post office inspectors, so that Joe Rich, who was recently confined in the county jail at Cleveland, Ohio, on a narcotic charge, could get on the ground at Canton, Ohio and be contacted by the women informant of the post office inspectors, who expect to locate Karpis through Rich.

Agent Birch, on the same day, April 14, 1936, in a conversation with W. R. Briggs, post office inspector, ascertained that in accordance with a policy adopted at a recent conference at Washington, wanted circulars two feet wide and three feet long are to be printed with the photographs, fingerprints and descriptions of Alvin Karpis, Harry Campbell and others who participated in the Garrettsville mail train robbery, a reward having been agreed upon of \$2,000 for each man on definite information furnished or for their capture. These circulars are to be widely distributed throughout the United States. Briggs informed Agent Birch that after a conference at Washington, which had been attended by himself, Chief Post Office Inspector Aldrick, Assistant Attorney General Joseph Keenan, and other post office officials, it was decided that the Post Office Department will purchase for use of the post office inspectors, machine guns, .351 rifles and shotguns. Agent Birch asked Mr. Briggs if the conference was attended by a representative of the Bureau, and he replied, "Not that he know of except that the Department of Justice was represented by Assistant Attorney General Joseph Keenan." Briggs advised Agent Birch that after the necessary firearm equipment was purchased, he believed it would not be necessary to call on the Bureau, or any other law enforcement agencies, to assist the post office inspectors in running down criminals wanted by them for violations of the postal laws.

b7c

At the present time there are two plants being maintained at Youngstown, Ohio, and one at Newton Falls, Ohio.

The plant at [redacted] residence, Youngstown, Ohio, is being maintained twenty-four hours a day by Agents T. M. Birch and J. B. Fitzgerald, and two post office inspectors.

The plant at the residence of James E. Stine, Youngstown, Ohio, is being maintained twenty-four hours a day by Special Agent D. E. Wells and one post office inspector.

The plant at the farm of Clyde Rechat, Newton Falls, Ohio, is being maintained twenty-four hours a day by Special Agents C. O. Hurt, W. B. O'Mahoney, W. M. Sirene and J. V. Murphy.

[redacted] during the course of one of the numerous interviews had with him at Youngstown, Ohio by Special Agent Dowd and Special Agent Birch, advised that it was his understanding that Fred Hunter had interest in a gambling club known as the Monoco Club located near Pittsburgh, Pennsylvania. This information was furnished to the Pittsburgh Bureau office by long distance telephone on April 1, 1936. Further information received from [redacted] indicated that possibly Fred Hunter was also interested in a gambling place at New Kensington, Pennsylvania.

With reference to the individual known as Sam, who is alleged to have participated in the Garrettsville mail train robbery, the following investigation was conducted by Special Agent B. M. Hirsh at Toledo, Ohio:

Concerning the identity of a person known as Sam, and described as follows:

Age	-	45 years
Height	-	5'10"
Weight	-	174 pounds
Hair	-	Brown, streaked with gray
Eyebrows	-	Fairly heavy
Nose	-	Fairly large

and who was supposed to have been released from a penitentiary around September 1, 1935, inquiry was made of Detective Harry K. Manson, who is very familiar with the underworld of Toledo. Detective Manson did not recall any person in Toledo, who answered this description. This officer then made confidential inquiry through several of his informants for the purpose of ascertaining the identity of this person.

In this connection, inquiry was made by Manson of a Greek, who is well acquainted with all Greek underworld characters in Toledo and vicinity, with a Syrian, who is acquainted with the Syrians, and a negro who is acquainted with most of the Jews who have underworld connections in Toledo. None of these persons knew of such a party.

Detective Manson also made a confidential check in the files of the Bureau of Identification and Records of the Toledo Police Department. An effort was also made at the time to check all persons known to the Identification Bureau to have been released from a penitentiary around September 1, 1935. Inasmuch as the newspapers, following the disappearance of John Zetzer, reported that there was an employee in Zetzer's garage by the name of Sam Conti, this name and all its spellings was also searched through the records of the Identification Bureau, without success.

Detective Manson expressed the opinion that this party, if he were about Toledo, was somewhat of a stranger and not an old time Toledoan.

Detective Manson also made inquiry of Traffic Officer Glen Fell, who handles traffic at the corner of Summit and Cherry Streets. Most Toledo hoodlums at some time or other spend time about this district and would ordinarily be known to this officer. Officer Fell, however, was unfamiliar with anyone answering this description.

Such other inquiries as were made by Detective Manson failed to develop information as to the identity of the person known as Sam.

The following investigation was conducted by Special Agent B. M. Hirsh at Toledo, Ohio, with reference to Marie Taylor Stormans, who may possibly be the wife of Harry Campbell:

With reference to ascertaining the present whereabouts of Marie Taylor Stormans, divorced wife of Adolph Stormans, who possibly is the wife of subject Harry Campbell, Detective Manson introduced Agent to Mrs. C. H. Lampton, secretary in the Juvenile Court. Mrs. Lampton advised that the mother of Marie Taylor was a mental case ever since Marie was a child, and that she was brought up, therefore, by her father; that her father, Jack Taylor, former sheriff, began to run around with some woman while Marie was in her early teens; that he either spent all of his time at this woman's house, or she at his house, and that Marie got quite disgusted and finally married Adolph Stormans, a much older man to get away from her home life;

that from what she has learned, Marie, after being in Chicago for a short time, got in with a "racing" crowd and "picked over the tracks" and finally left her husband and was divorced from him. Mrs. Lempton stated that she had taken quite an interest in Marie, although she never visited at her home, nor did Marie visit at her's, and that she was fairly friendly with her. Mrs. Lempton stated that she would try to ascertain the present whereabouts of Marie, although she did not know that she could do so as she did not want to arouse the suspicions of Jack Taylor, Marie's father, from whom she expected to get the information. She stated that she would inform Detective Manson as soon as she obtained this information.

In a matter of further information, Detective Hanson stated that at one time Marie Taylor was employed by the Mitt-Grigg (phonetic) Studios, which is operated by two girls with whom Marie was very friendly. With regard to these girls, Detective Hanson advised that they can be classed as "wild" and that they are also very close-mouthed. Detective Hanson also stated that Marie Taylor at one time was very close to a girl named Hockett, whose first name he believed was Frances. The Hockett girl at one time associated with Rosy Ryan, a professional baseball player, who now is believed to be still associated with either one of the major league teams, or with one of the teams in the American Association. Detective Hanson advised that the 1931 City Directory listed a Miss Frances E. Hockett as being employed as a stenographer by the Intercoast Trading Company; that in 1932 the directory listed her as a stenographer for the Intercoast Sales Company; and that the 1933 directory listed her as Mrs. Frances E. Hockett, stenographer for the First National Bank of Toledo, located on Summit Street. Detective Hanson advised that it was his understanding that this girl had been married and there is a possibility that since the 1933 directory lists her as Mrs., rather than Miss, it would indicate that this is the party to whom he refers, and that she is presently working under her single name. Detective Hanson did not know this person's married name and had been unable, up to this point, to find out what it was.

The telephone tap on the telephone of Edith Barry, Toledo, Ohio, is being continued, but nothing of importance has been heard to date.

UNDEVELOPED LEADS

ALL OFFICES

Various offices of the Bureau have been advised by letter or teletype concerning pertinent information contained in this report, prior to the typing of the report, therefore, no leads for those offices are being set out. However, it is requested that each office receiving a copy of this report review it carefully for any additional suggested leads in the light of any recent developments.

The CLEVELAND OFFICE at Cleveland, Toledo, Youngstown, Warren, and Canton, Ohio, will continue investigation, further developing the information contained in this report as it pertains to those localities.

- PENDING -