



G. STEVENSON

11-14





Stevenson Garnet J Det-Lieut

Born July 19 1891
Appointed June 16 1918 3-nights Instructions with older men
Wages-Per June 16 1918 \$70.00 Month
Assigned June 19 1918 Beat by Chief Henry J Herbert
March 1 1921 #1 Speed-Car out of Cenral Station
Promoted-Aug 1 1925 Det-Sergt/ No examination
July 1 1935 Det-Lieut No Examination
Retired-March 1 1950 Served 32 yrs
Died Jan 12 1958 At Age 67. 7.30am in Mercy Hosp.

The State Legislature on Sept 1 1937 Passed State Law That All promotional Appointment must be made by a Competitive Examination. Up to now Uniform

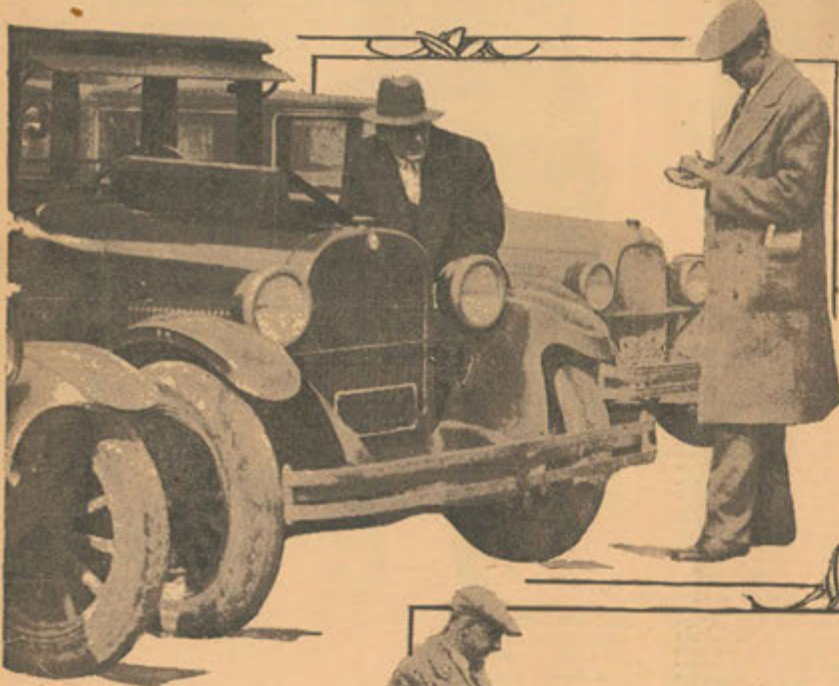
Division was the only unit to take Promotional Exams

He was a member of the Auto Theft Squad for 28 yrs. Fifteen years agoon a tip that he received arrested 11 men and one woman participants in a Tri-State Auto theft ring, one man was was and killed in attempting to escape. The others were convicted in Federal Court in Peoria Ill and they were given long prison terms. This ring operated in Toledo -Detroit-Peoria-Chicago

Det-Lieut Stevenson said that he intends to make his home in Florida, but he didnt make it.

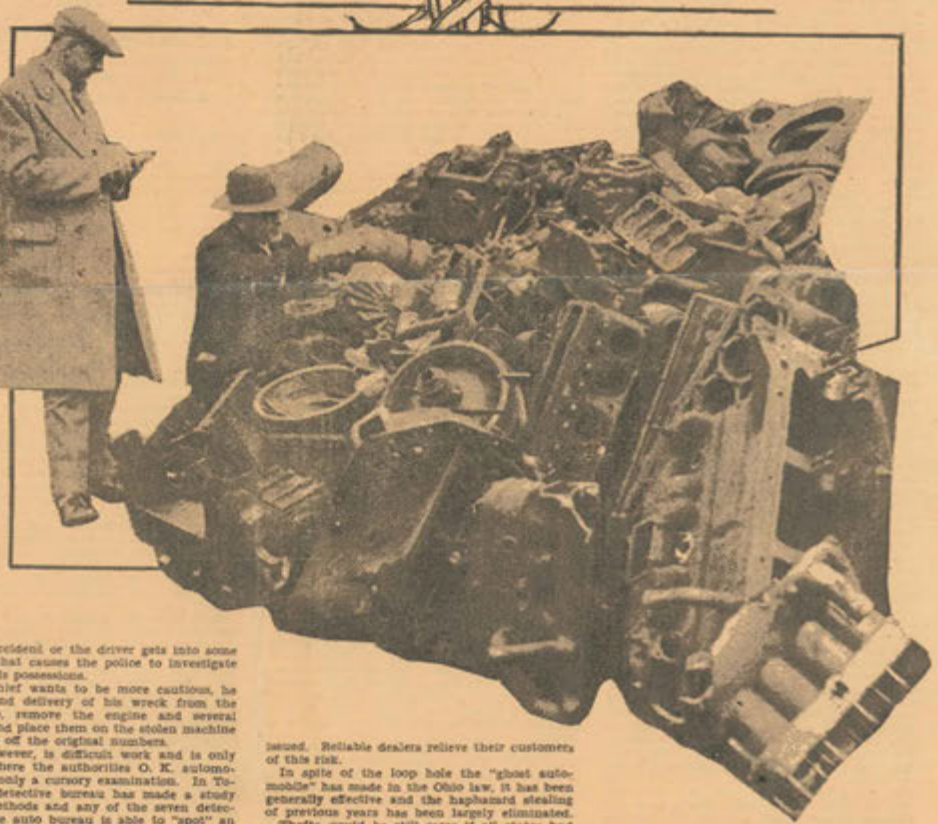
Services were held in Walters Funeral Home, and Burial in Toledo Memorial Park Cemetery

On Trail Of 'The Ghost Car'



Toledo Police, Wise To The Wiles Of The Auto Thief, Have Exposed The Methods Of The 1929 'Ring Masters' In Stolen Car 'Racket'

Top shows the "ghost hunters," Detectives Van Vorce and Stevenson, on a still hunt for altered numbers. A "doctored" engine number may reveal a stolen car operating under a certificate issued for a machine long deceased. Lower, the search extends to a junk heap where disabled motors are piled. Reliable dealers smash the motors and guard against the coils of wire falling into unscrupulous hands. But, while auto thieves prefer to buy up decrepit machines from private owners for "ghosting" because of the cooperation given police by regular junkers, a close watch is kept on junk and wrecking yards.



By RALPH SNYDER

GHOSTS of deceased automobiles roam the streets of Toledo in the reincarnation of new bodies and purring motors.

They haunt the worried owners of stolen cars and harass the hard working police whose duty it is to prevent thefts and recover the stolen machines.

They are a by-product of the law that has been in effect since July, 1921, requiring certificates of ownership for all automobiles, and expose one weak point in an otherwise wise law. Except for these "ghost automobiles" and stolen machines that are certified because of the ignorance or carelessness of officials in some sections of Ohio, the stolen car market here would flop entirely.

As an example of how the "ghost automobile" is put into service:

An automobile thief decides to appropriate a new car purchased by Mr. Jones. He studies Mr. Jones' habits, learns where he parks his car, how carefully he watches it and what precautions he takes to protect it. While doing this preliminary work, he searches out a junked automobile that may be bought for a few dollars.

It may be in a regular junk yard or in a private backyard where it is being permitted to rust away. Generally the thief will choose one that is still a legally owned because junk dealers cooperate with the police and there may be embarrassing questions asked.

Only the engine of this junked automobile may still exist, but there is a bill of sale, since the Ohio law requires that the bill of sale accompany the automobile even to the junk pile.

Having bought the old machine, the thief may not even bother to have it removed from the junk heap. But he does take the certificate of ownership. With this in his possession, he is able to go to the courthouse and take out a license. Then he has tags ready to place on Mr. Jones' machine as soon as it is stolen.

The bill of sale which was intended for the deceased automobile may accompany the new one throughout the rest of its existence, barring accidents or an investigation by a prospective purchaser. It permits the purchase of used plates, the chief obstacle erected by the automobile thief by the law.

GETTING THE CASE

A bill of sale, of course, does not check the automobile for which it is used, but it may be able to find a unscrupulous owner who is willing to waive that forfeit if the price is low enough and the false bill assures a way to secure the all-licensing of cars exactly like the stolen one. In every city, it is almost impossible to pick out the car they are after; their attention is called to it

by some accident or the driver gets into some difficulty that causes the police to investigate him and his possessions.

If the thief wants to be more cautious, he may demand delivery of his wreck from the junk heap, remove the engine and several numbers and place them on the stolen machine after filing off the original numbers.

This, however, is difficult work and is only effective where the authorities O. K. automobiles with only a cursory examination. In Toledo, the detective bureau has made a study of such methods and any of the seven detectives in the auto bureau is able to "spot" an altered number almost as soon as he lifts the hood of the machine.

Every suspected automobile and every automobile from another state entered for certification here, is submitted to a careful examination which is sure to reveal any attempt to alter numbers. A surprisingly large number of stolen automobiles are located in this way.

The bulk of stolen automobiles for which certificates of ownership have been falsified, come from smaller towns and rural communities where the officials haven't the opportunity or training to make the proper investigation.

After a machine has been stolen and taken to a town outside of Toledo and a sworn statement of ownership secured for it, it may be brought back to Toledo. The thief is safe, except for the vigilance of detectives here or the unlikely circumstance of the owner himself recognizing it by some mark that makes it different from the hundreds of other cars of exactly the same model. Needless to say, automobile thieves attempt to remove all marks and equipment that serve to individualize a machine.

With his false certificate of ownership handy, the thief or the person to whom he has sold, may secure license from year to year or resell at will. Cases have been found where a stolen automobile has changed hands a number of times. Since the person in whose possession it is found naturally loses all he may have invested, it behooves the honest purchaser of a second handed car to check his bill of sale carefully and satisfy himself that the car he buys is the one for which that bill of sale was

issued. Reliable dealers relieve their customers of this risk.

In spite of the loop hole the "ghost automobile" has made in the Ohio law, it has been generally effective and the haphazard stealing of previous years has been largely eliminated.

Thefts would be still rarer if all states had similar laws. Twenty-one states require some form of certificate with an automobile and in all of these states the number of thefts has decreased, although the states not having such regulations offer fine markets for theft rings.

The states where protection is afforded are Ohio, Michigan, Indiana, Missouri, Pennsylvania, West Virginia, Florida, Kentucky, Wisconsin, South Dakota, Oklahoma, Oregon, North Carolina, New Mexico, Louisiana, Maryland, Virginia, Colorado, Montana, North Dakota and Arizona.

In Toledo, as in most other cities, a person bringing an automobile from another state, must take it to the detective bureau for checking. If there is no evidence of tampered number or other indication of theft, the detective bureau issues a statement which the clerk of courts may accept in issuing an Ohio certificate of ownership.

In some counties, "however, automobile thieves have found it possible to secure the coveted certificates without submitting the car to an examination by the authorities and it is in these counties where many machines stolen from Michigan and other states are taken.

Once certified, the car may be brought to Toledo and sold. Unless the police assigned to this duty happen to lift the hood and discover engine numbers corresponding to those of a stolen car, there is no way for them to uncover the theft.

However, this does happen sometimes. One stolen car, falsely certified and sold from another town, was discovered here by Detectives

Van Vorce and Stevenson of the auto squad. Tracing the sale, they arrested a "rascal" and eventually recovered 67 machines that had been stolen from Detroit.

The automobile squad of the Toledo detective bureau consists of seven men. Detective Jack Connor, in charge, and Detectives Eaton, Henahan, Stevenson, Van Vorce, Scarietto and Davis.

With the assistance of the law requiring certificates of ownership, they have succeeded in cutting the number of cars stolen here almost in half.

Last year, 2,739 machines were stolen in Toledo, of which 2,486 were recovered. Many of these recovered cars, however, were probably taken by joyriders, a fraternity that continues to trouble the bureau. Many others were taken by thieves who merely intended to strip them of valuables and abandon them.

The stripper, generally, takes all movable parts and sells them to unscrupulous individuals. Careful check of pawnshops and second hand stores has made it highly dangerous for a dealer to handle such articles and few of them attempt it.

Detective Connors estimates that there are 80,000 automobiles owned in Toledo. As the records of 1928 showed 2,739 stolen, the average automobile owner's chances of having his machine stolen once a year is only about one in 29. Of the machines stolen, all but 253 were recovered. This means that the chance of having an automobile stolen and not recovered is less than one in 318 in a year.



LONG AGO

WHAT A difference in styles, as well as personnel, a quarter of a century makes. Members of the Toledo detective bureau posed for this picture June 10, 1922. The cap for formal wear by well-dressed sleuth was on its way out, while the old bowler of the teen decade had disappeared. Left to right, in the top row, are Joseph Fruchey, now head of the bureau; Roy Havens, retired; Michael Rowan, Ernest Raitz, Joseph Swiatecki, Capt. William Carroll (deceased), William Julert (deceased), Fred Langhoff, Bernard Cummings, retired; James Ford, retired; John Mullen, Michael Daly (deceased). Center row, Capt. Fred Buck, retired; John Hodges (deceased), Edward Harris (deceased), William Culver (deceased), Dan Gavin (deceased), John Connors, retired; Stanley Kina, retired; Frank DeLora, Garnet Stevenson, Edward Eaton (deceased); Dick Martin (deceased); Capt. Ralph Van Vorce, retired. Seated,

John Henahan (deceased), William Herman (deceased), Capt. James O'Reilly, retired; Irving Brown (deceased), Albert Hassenzahl (deceased), John Hovey (deceased), Louis Kruse, retired; Stephen Quinn (deceased), Frank Peters (deceased), Charles Mavis, retired; Inspector William Delehanty, later chief of police (deceased); Bert Dobzeniecki (deceased), and Fred Palicki (deceased). Such bureau stalwarts as Capts. Mose McCloskey, Emmet Cairl, Edward Rock (deceased); Capts. Willard Rydman, retired, and George Timiney, now Lucas County sheriff; Inspector Louis Hass, former chief of police, and Arthur Langendorf were not available on that day long ago when this picture was snapped in front of the old police headquarters on Superior St. Only 9 of the 44 men then comprising the bureau are still active in Toledo police work.