

Clothing

On the first occasion when informant saw ERIC at the Psycho Lounge, he was wearing a yellow windbreaker, type jacket, a dark iridescent turtle-neck shirt and dark trousers. On seeing him at the Manhattan Club and at Chennault's Restaurant, he wore a conservative dark suit, a pale yellow shirt, pants without cuffs on them, and a tie and handkerchief, each of which bore the monogram of the letter "G" printed in old English script writing. (Informant claims she clearly observed the letter "G" on the tie and pocket handkerchief while seated six chairs away from ERIC in a darkened night club.)

Jewelry

ERIC was not wearing a wrist-watch as he frequently asked informant the time; wore small yellow-gold ring on right little finger that appeared to be a signet ring and may have had an inscription on the top of the ring; never wore cufflinks or any other jewelry.

On the occasion of the first interview, informant said she was unable to name anyone who may know ERIC except possibly GORDON FORBES.

Informant was reinterviewed on 4/18/68. Upon viewing a photograph of ERIC STARVO GALT taken in 1968, she advised that there are definite dissimilarities in that the man she knows as ERIC has ears which lie close to his head while GALT's ears protrude noticeably, and this is a physical feature of men she always notices. She stated that the hairline of GALT recedes far more than the hairline of the person known to her as ERIC.

On this occasion, informant exhibited a small pale-green tablet approximately one-fourth inch in diameter bearing the imprint "McNeil." She stated this was a pep pill which ERIC carried with him and frequently took. He had given her this pill on the occasion of seeing him at Chennault's Restaurant.

On this occasion, informant said that in previous contacts with police officers and with the Agents, she was hesitant to give the names or identities of any individuals who know ERIC because she was then fearful that the information may be traced back to her. She also claimed there were always at least between 12 and 30 people present when she saw ERIC and this number would change during the course of the evening as some of the group would leave and other people would come into the group. She then stated that in addition to GORDON FORBES, she feels the following persons should know ERIC's true identity:

BEN COTTON JR., a "trouble shooter" employed by the Shoney's Restaurant chain, was present on each occasion.

Also present on each occasion was WANDA WILKES, a known prostitute and drug addict who resides at the Cadraca Apartments on Summer Avenue.

Informant also advised that ERIC should be known to the waitresses at the M and M Lounge on Jackson Avenue because the crowd he was hanging out with often frequented the M and M Lounge and someone in the group told her that ERIC had dated one of the waitresses at that lounge. She was unable to attribute this information to any particular person.

With regard to all of the persons mentioned by informant as knowing ERIC, she said she feels certain none of them would recall the identity of ERIC, as on all occasions, most of these individuals were so intoxicated or hopped up on pep pills that they would be unable to positively identify any member of the group as being at any particular place at any particular time.

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BFJ:LF

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During the period April 6 to 10, 1968, the following automobile rental agencies located in the Memphis, Tennessee, area were checked, and no information concerning the rental of a white Mustang automobile on April 4 and 5, 1968, was obtained. In addition, the names HARVEY LOWMEYER and JOHN WILLARD were checked, and these names were not located in the files of the agencies listed below;

Budget Rent-a-Car
3426 Airways Boulevard
person contacted - ELAINE STARNES.

Econo - Car of Memphis
2186 Winchester Road
person contacted - W. J. JOYNER.

Econo - Car of Memphis
5005 Summer Avenue
person contacted - GEORGE SMITH.

Barwick Chevway System
740 Union Avenue
person contacted - ED HARRIS

Chuck Hutton Leasing Company
1170 Union Avenue
person contacted - JAMES WEST

John T. Trotter Leasing Company
1925 Union Avenue
person contacted - Mrs. LOLA TROTTER

Payton Wilkins Car and Truck Rental Company
506 N. Second Street
person contacted - EUGENE HASKINS

Pryor Oldsmobile Company
2525 Summer Avenue
person contacted - C. R. LUDEKE

Charles Reed Leasing Company
3508 Poplar Avenue
person contacted - GEORGE COLEMAN

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Schilling Motors
987 Union Avenue
person contacted - GLEN DODD

Southern Auto Leasing Corporation
2563 Summer Avenue
person contacted - MEL SWAFFER

Carl Carson Rentals
788 S. Main Street
person contacted - DEWITT MOSBY

Carl Carson South
505 E. Brooks Road
person contacted - JOHN LEFLAR

Carl Carson East
2530 Southern Avenue
person contacted - CHARLES GRAVES

Avis Rent-a-Car
Metropolitan Airport
person contacted - PAT CHATWIN

Avis Rent-a-Car
225 Union Avenue
person contacted - JEAN MITCHELL

Thrifty Rent-a-Car
Metropolitan Airport
LINDA SMITH, person contacted

Hull Dobbs Lessors, Inc.
person contacted - MAURICE CALDWELL

Hertz Rent-a-Car
Metropolitan Airport
person contacted - R. W. THOMPSON

National Car Rentals
Metropolitan Airport
person contacted - JAMES B. HARTER

~~STENCH~~

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The records of Hertz did reveal that one ALBERT G. WILLARD, Moore Road, Orangeburg, South Carolina, utilizing South Carolina driver license # 1781373, rented a lime-colored Ford Fairlane on March 12, 1968, and returned it on March 14, 1968.

These records also revealed a Knoxville unit, # 877, under rental agreement # 3959207 was turned in at the Metropolitan Airport office of Hertz at 3:15 p.m. on April 5, 1968. The signature of the individual turning in this unit was illegible. The vehicle is described as a 1968 green Mustang bearing Tennessee license BY-5016.

National Car Rental Systems, Inc., Metropolitan Airport, Memphis, records reveal the following:

Vehicle # 140406 was rented by ALFRED H. HARLEY, Speedline Manufacturing Company, Inc., Greensboro, North Carolina. HARLEY displayed North Carolina driver license # 1918442. Rental agreement # 1423022 reveals that the vehicle rented by HARLEY is a white 1968 Ford Mustang, VIN 8T01C172877, bearing Tennessee license AP-9780. The vehicle was rented at 5:30 p.m. April 3, 1968, and was returned at 8:00 a.m. April 5, 1968. The auto meter revealed a distance of 54 miles was traveled.

A 1968 white Ford Mustang, VIN 8T01C172286, bearing Tennessee license AP-9751, under vehicle # 140400, car rental agreement # 1424699, was rented by MARTIN J. BRENNER, Sears, Roebuck and Company, 925 South Homan, Chicago, Illinois, at 7:59 p.m. April 3, 1968, and was returned at 8:20 p.m. April 4, 1968, at Metropolitan Airport. BRENNER at the time of the rental displayed Illinois driver license # B655-8702-2243.

~~STENCIL~~

ME 44-1987

HEG:raj

RE: ERNEST SUMPTER GAULT

The following investigation was conducted by SA HARLEY E. GYLFE:

Mr. THOMAS BUTLER, Acting Medical Administrative Assistant, Veterans Hospital, 1030 Jefferson Street, Memphis, Tennessee, advised on April 12, 1968, that a review of the current and inactive records of the hospital failed to indicate that ERNEST SUMPTER GAULT is or has been a patient at this hospital. Mr. BUTLER also reviewed the out-patient treatment records and the reject P-10s (application for hospital treatment) for the past year and was unable to find a record for ERNEST SUMPTER GAULT. Mr. BUTLER suggested that these records be rechecked to make certain that they had not been misfiled.

On April 13, 1968, Mr. CHARLES E. WILLIAMS, Medical Administrative Assistant, Veterans Administration Hospital, Memphis, advised that he reviewed the above-described records and also the PBC (Pre Bed Care) records and was unable to locate any record whatsoever for ERNEST SUMPTER GAULT or variations in the spelling of this name.

On April 13, 1968, Mr. BERTRAND DAVIS, Manager, Harbor House, 1369 Court, Memphis, advised that he does not have a record of GAULT staying at this house.

Mr. JAMES BALLARD, Receptionist of the Baptist Center, 125 Linden Street, Memphis, Tennessee, advised that a review of his records indicates one ERNEST S. GAULT, Little Rock, Arkansas, registered and stayed for one night at this center on November 7, 1965. This information was recorded on Card # 26069 which indicated his Social Security number as [redacted] age 41, white, 145, 5'1" tall. The record further indicates that he can be reached through his sister, CLEO NELSON, 1911 West 18th Street, Little Rock, Arkansas.

The records of the Salvation Army, 333 Adams Street, Memphis, were reviewed on April 13, 1968, and Mr. D. M. TROLLINGER, Receptionist, advised he was unable to find a record in the name of GAULT or variations of this spelling.

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Mr. JIMMY STROUD, Manager of the Memphis Union Mission, 395 Poplar Avenue, Memphis, Tennessee, advised on April 13, 1968, he was unable to find a record of an individual using the name of GAULT or variations of this spelling.

Mr. SID ALLEN, Manager of Calvary Colony Farm, 4535 Benjes Town Road, Memphis, advised he does not have a record of an individual by the name of GAULT or variations of this spelling ever having worked at this farm.

Brigadier CHARLES ROSE, Operator of the Salvation Army Men's Social Center, 130 North Lauderdale, Memphis, advised on April 13, 1968, that ERNEST S. GAULT stayed at this center from November 8, 1965, to December 12, 1965. He said GAULT left without notice and furnished no forwarding address. Brigadier ROSE stated that GAULT was doing a fine job and that they were considering making him a permanent employee as a truck driver.

Brigadier ROSE stated that GAULT has not returned for his mail and added that GAULT has received a postcard from the Veterans Administration Regional Office in Little Rock, Arkansas, advising him on December 16, 1965, that his file under # C6886995 was being transferred to the Veterans Administration Regional Office at Nashville, Tennessee.

Brigadier ROSE added that GAULT furnished his sister's name, Mrs. CLEO NELSON, Route 3, Conway, Arkansas.

ME 44-1987

JWB:mnr

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The following investigation was conducted by SA's JOHN W. BAUER and ROBERT FITZPATRICK on April 12, 1968, at Memphis, Tennessee:

RICHARD HOLT, Contract Sales Manager, Holiday Inns of America, 3796 Lamar Avenue, was shown a photograph of the bed spread that was found in front of Canipe Amusement Company on April 4, 1968. He stated that it looked like a custom made spread of an upholstery type material. He said it is the type spread put on an executive unit which is not the normal bed size and is the type unit that can be usually folded into a couch or a closet or something of this type. He added the spread appears to be fairly expensive in quality, but it is not the type used or it has never been the type used at a Holiday Inn.

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On April 11, 1968, Mr. JAMES WEST, Manager, Thunderbird Motel, Highway 45 South, Jackson, Tennessee, advised SA WILLIAM M. PERRIGAN that the Thunderbird Motel is a member of the Friendship Inns of America. He added that he has never used any kind of soap with the name Friendship Inns on the wrapper.

A review was made of the motel registrations from March 20, 1968, until April 6, 1968. No record could be located for JEROME WALLIS VERNON, JOHN WILLARD, HARVEY LOWMEYER, or ERIC STARVO GALT. A record was located for one A. A. GAULT, 112 North Fourth Street, Paducah, Kentucky, who registered at the Thunderbird Motel on April 1, 1968, and checked out on April 5, 1968. He listed his occupation as "Friendly Finance." He was driving a 1967 Ford, Kentucky License 556-392. He made two telephone calls to 601-842-6830 and 502-554-1683. The records reflect that there was only one person in the party.

Mr. WEST advised that he vaguely recalls Mr. GAULT but could only describe him as middle aged. He believed that he had stayed at the motel previously.

On April 12, 1968, Mr. FRED CANTINI, Manager, Friendly Finance Company, Jackson, Tennessee, advised SA ROBERT T. MORAN that A. A. GAULT is a company supervisor with headquarters in Paducah, Kentucky. He recalled that Mr. GAULT was in Jackson, Tennessee, on business from April 2, 1968, until the night of April 5, 1968. He described A. A. GAULT as a white male, 40 to 41 years old, 5 feet 8 inches, stocky build.

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HDT:raj

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On April 6, 1968, the Birmingham Division of the FBI advised that one W. J. LEHMEYER made telephone reservation at Birmingham for travel on March 27, 1968, from Birmingham, Alabama, to Minneapolis, Minnesota, with Southern Airlines. He was to change planes at Memphis, Tennessee, and at Chicago, Illinois. LEHMEYER never appeared for the flight and the places he gave as points of contact, The Parliment House and Airport Motel, were unable to locate W. J. LEHMEYER as a guest. Investigation by Birmingham revealed that on March 27, 1968, W. J. LEHMEYER purchased a ticket at the Delta Airline counter in Birmingham for Delta Flight 595 which departed Birmingham 6:23 p.m., en route Memphis to arrive 7:07 p.m. At this time he also reserved passenger space on Delta Flight 932 which was scheduled to leave Memphis at 8:45 p.m., same date, en route Chicago, Illinois, and on Northwestern Airlines Flight 239 from Chicago, Illinois, to Minneapolis, Minnesota. Airline personnel in Birmingham advised that LEHMEYER passed through gate for flight to Memphis inasmuch as his ticket was collected.

The following investigation was conducted by
SA HOWARD D. TETEN at Memphis, Tennessee:

On April 6, 1968, W. P. BENOIT, Reservation Supervisor, Delta Airlines, Memphis, advised that Flight 595 landed at Memphis 7:07 p.m., CST, on March 27, 1968. His records indicate that W. J. LEHMEYER passed through the gate by boarding of Flight 932 at 8:35 p.m., from Memphis to Chicago, Illinois, on March 27, 1968. LEHMEYER also had space reserved on Northwestern Airlines Flight 239 from Chicago to Minneapolis, Minnesota.

On the same date the following individuals advised their records failed to reveal a JOHN WILLARD, W. J. LEHMEYER, or HARVEY LOWMEYER boarding outgoing planes from the Memphis Metropolitan area from 6:00 p.m., April 4, 1968, through April 5, 1968:

W. P. BENOIT, Reservation Supervisor, Delta Airlines
C. CALDWELL, Reservation Supervisor, Allegeheny Airlines

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Mrs. D. WILLIAMS, Reservation Clerk, United
Airlines.

On the same date the following Ford Mustangs were
noted in the Memphis Metropolitan Parking Lot:

Tennessee license AU 8527 (Shelby County), light tan

BU 3884 (Shelby County) Tennessee license, white

Tennessee license BX 3570 (Shelby County), white

Georgia license 72-D-713 (1967), light blue.

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EGD:fj/raj

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The following investigation was conducted by
SA EUGENE G. DOUGLASS:

On April 11, 1968, Mr. A. DECKER, Office Manager, Southern Towing Company, 165 Madison, Memphis, Tennessee, advised a review of his personal records fails to indicate that anyone by the name of ERIC STARVO GALT, HARVEY LOWMEYER, JEROME WALLIS VERNON, JOHN WILLARD or variations in the spelling of these names is or has been employed by this firm during the past two years.

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HEG:PEH

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AT MEMPHIS, TENNESSEE

TOMMY HOWARD, office manager, Waterways Marine, Inc., foot of Union Avenue, advised SA HARLEY E. GYLFE on April 11, 1968, that most if not all applicants for river work especially on barges in the Memphis area apply for work through this firm. He stated this firm furnishes laborers, engineers, deck hands for various companies in the Memphis area that do not hire union men. He explained that there is no maritime union in the Memphis area and the closest union is at St. Louis, Missouri. He stated further that any company hiring union men must go through the National Maritime Union, St. Louis.

HOWARD made available applications that have been filed for the past two years with his company, and a review of these applications failed to indicate an application in the name of ERIC STARVO GALT, HARVEY LOWMEYER, JEROME WALLACE VERNON, JOHN WILLARD, or variations in the spelling of these names. HOWARD advised that he is certain that no company in the Memphis area has hired an employee under the above mentioned names.

Mrs. VERA SMITH, receptionist at the Waterways Marine, Inc., advised that she generally sees and talks to most all applicants who apply for employment with this firm. She advised she does not recall anyone by the name of GALT, LOWMEYER, VERNON, WILLARD, or variations in the spelling of these names applying for a job in the Memphis area.

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ME 44-1987

JWB/bbs

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On April 12, 1968, the following individuals advised IC JAMES WILLARD BRADY that their files contain no record identifiable with ERIC STARVO GALT, ERIC STARVO GOLT, or ERIC STARVO GAULT:

Mr. HERBERT BREWER, Identification Division,
Memphis Police Department;

Mrs. MARGARET GRIFFITH, Traffic Division,
Memphis Police Department;

Sergeant EDWARD DUNAWAY, Identification Division,
Shelby County Sheriff's Office;

Mrs. JANE HOWELL, Credit Bureau, Memphis.

City directories and telephone directories,
Memphis, were checked with negative results.

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JWB/bbs

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On April 12, 1968, the following individuals advised IC JAMES WILLARD BRADY that their files contain no record identifiable with JOHN WILLARD:

Mr. HERBERT BREWER, Identification Division,
Memphis Police Department;

Mrs. MARGARET GRIFFITH, Traffic Division,
Memphis Police Department;

Sergeant EDWARD DUNAWAY, Identification Division,
Shelby County Sheriff's Office;

Mrs. JANE HOWELL, Credit Bureau, Memphis.

Mrs. JANET GETZ, Central Records Division, Memphis Police Department, advised that their files contain one indices card which reflects one JOHN H. WILLARD, white male, age 20 (in 1958), arrested April 18, 1958, and charged with being a fugitive from justice, and arson in Pontotoc, Mississippi. The card reflects that WILLARD was released to Sheriff M. C. HEMBREE, Pontotoc, Mississippi, on the same date. Mrs. GETZ advised that their files contain no further information regarding this incident.

Mrs. MARLENE HARRIS, Consumer Credit Association, advised that their files reflect one JOHN W. WILLARD, white male, age 37 (in 1956), and wife BESSIE NELL, currently residing Loraine, Ohio, and have been listed in Memphis credit files since 1950. The file reflects that while residing in Memphis, WILLARD and his wife resided 54 W. Brooks Road, and 633 Gillis. The last information was received this file March 27, 1963, when Zayre's Department Store in Loraine, Ohio, requested information regarding WILLARD's credit.

City directories and telephone directories, Memphis, were checked with negative results.

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ME 44-1987

JWB/bbs

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On April 12, 1968, the following individuals advised IC JAMES WILLARD BRADY that their files contain no record identifiable with JEROME W. VERNON:

Mr. HERBERT BREWER, Identification Division,
Memphis Police Department;

Mrs. MARGARET GRIFFITH, Traffic Division,
Memphis Police Department;

Sergeant EDWARD DUNAWAY, Identification Division,
Shelby County Sheriff's Office;

Mrs. JANE HOWELL, Credit Bureau, Memphis.

City directories and telephone directories,
Memphis, were checked with negative results.

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Lieutenant HARRY J. COUGAN, U. S. Coast Guard, Memphis, Tennessee, telephonically contacted U. S. Coast Guard, Headquarters, Washington, D. C., and caused a check to be made of the Merchant Marine Section, Licensing Division, Port Security Index Division, Merchant Mariner Document Section, under the following names:

ERIC S. GALT
ERIC S. GOLT
ERIC S. GAULT
ERIC S. GALTZ
ERIC S. GAULZ
ERIC S. GALZ
ERIC S. GOULT
ERIC S. GOLDT
ERIC S. GELLT
ERIC S. GELT
ERIC S. GAWLT.

No record was located in any of their files for the above names.

The above information was furnished on April 15, 1968, to SA THOMAS O. RONAN.

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JWB/bbs

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On April 12, 1968, the following individuals advised IC JAMES WILLARD BRADY that their files contain no record identifiable with HARVEY LOWMEYER, or variations of spelling as LOWMYER, LOHMYER or LOHMEYER:

Mr. HERBERT BREWER, Identification Division,
Memphis Police Department;

Mrs. MARGARET GRIFFITH, Traffic Division,
Memphis Police Department;

Sergeant EDWARD DUNAWAY, Identification Division,
Shelby County Sheriff's Office;

Mrs. JANE HOWELL, Credit Bureau, Memphis.

City directories and telephone directories, Memphis,
were checked with negative results.

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HC:PEH

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The following investigation was conducted by
SA HOLLOWAY CROMER, JR., on April 15, 1968:

The following persons telephonically advised
that they do not use a Thermo seal marking machine at their
respective laundries or cleaners.

GUY GOODMAN, G. G. Goodman and Son Quality Cleaners,
Centerville, Tennessee;

HAROLD COLE, owner, Harold's Cleaners, Waynesboro,
Tennessee;

E. L. MANN, owner, Lawrenceburg Steam Laundry,
Lawrenceburg, Tennessee;

FRANCES MC GUIRE, clerk, One-Hour Martinizing
Cleaners, Lawrenceburg;

Mrs. CLARA WRIGHT, owner, Hohenwald Dry Cleaners
and Laundry, Hohenwald, Tennessee;

M. H. KNIGHT, superintendent, Taylor's Laundry,
1117 South Garden, Columbia, Tennessee;

LILLIAN FRASER, bookkeeper, Quality Cleaners
and Launderers, 121 East Gaines, Columbia;

Mrs. J. R. ALDERSON, Alderson's Cleaners and
Laundry, 1100 South Garden, Columbia;

Mrs. NOVELLA OGLE, manager, Ogle's Super Service
Laundry, Mt. Pleasant Pike, Columbia;

D. FERGUSON, manager, One-Hour Martinizing Cleaners,
500 North Garden, Columbia;

E. S. DOOLEY, manager, ABC Drive-in Cleaners,
500 North High, Columbia;

SIMON BAKER, manager, Sunshine Cleaners, 703
North Main, Columbia.

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MARY ALICE COFFEY, clerk, Demonbreun Dry Cleaners, 1029 South Glade, Columbia, and Mrs. ALTA BENNETT, partner, Modern Cleaners, 1802 South Main, Columbia, advised that these cleaners do not take laundry work.

R. C. HINSON, owner, City Dry Cleaners, Hohenwald, advised that he closed this cleaners around April 5, 1968, but while operating did not use a Thermo seal marking machine.

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CFB:tjm

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AT MEMPHIS, TENNESSEE

The following investigation was conducted by
SAs RALPH J. LIEWER and CYRIL F. BUSCH on April 8, 1968:

Mr. RUEL V. HUTCHERSON, part owner and manager of the D-X Service Station, located at the southwest corner of Brooks Road and Highway 61 South, was interviewed to determine whether or not there is a white male employee of this service station, approximately 30 years of age, afflicted with a debility similar to palsy.

He stated that he has no employee who could conceivably fit this description. He denied ~~any knowledge~~ any knowledge of any employee discussing anything about dynamite or blowing up any church on or about Wednesday, April 3, 1968.

He stated that he does not know anyone who owns a white Mustang with Tennessee license nor does he know anyone who owns or drives a red Dodge pickup truck with wooden sideboards on it.

He further advised that neither he nor any of his employees make a practice of walking to any restaurant for lunch or coffee. They all either eat at home or bring their lunch to the station. A coffee urn is maintained at the station.

Mr. PERCY L. BRITT, a partner in the D-X Service Station at 3145 Highway 61 South, furnished substantially the same information as Mr. HUTCHERSON. He further advised that very little car wash business is performed at this service station and that during the week ending Friday, April 5, 1968, ~~not~~ cars were washed at this station because the wash rack was occupied with a car that was being disassembled and repaired.

On April 8, 1968, Mr. JOHN A. BRASFIELD, manager of the ESSO Service Station located at the southeast corner of Brooks Road and Highway 61 South, advised that he does

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have an employee who is afflicted with a disease like palsy. This employee is FREDERIC DORRIS, who is about 30 years old, is very nervous and his hands and head shake when he becomes slightly nervous.

Mr. BRASFIELD said that this man has worked for him for about two years, has a good record of reliable attendance and enjoys a ~~very~~ good reputation. He has never heard the man talk about guns, dynamite or any type of violence. He said that he believes this man belongs to no organizations, except a church, which he attends regularly.

On April 8, 1968, PERRY SWEATMAN, 2176 Airways Boulevard, one of the two male white attendants regularly employed at the ESSO Service Station at Brooks Road and Highway 61 South, advised that he was on duty every day during the week ending April 6, 1968. He recalled that on one day that week, probably on Wednesday, April 3, 1968, at around 11:00 a.m., to 12:00 Noon, a white man did drive in alone with a 1968 Oldsmobile Cutlass, dark green in color with a black vinyl top, bearing Florida license.

The man asked SWEATMAN if they washed cars and SWEATMAN drove the car to the wash rack. At that point, the owner of the car took out a pint bottle of whiskey from the car and drank the last of the liquid in the bottle. He smelled of whiskey, but did not stagger or talk in a slurred manner.

The owner of the car said he had driven up from Florida and was on his way back to Florida. He said he had bought his daughter a Mustang and had wrecked it on the way to Tennessee. The owner of this Cutlass left for a few minutes, stating that he wanted to get a beer at the restaurant next door.

Mr. SWEATMAN said that he cannot recall anyone making a telephone call while the owner of this Cutlass was at the station. He further stated that he knows of no one who drives a white Mustang or a red Dodge pickup truck. He stated that the owner of the service station, Mr. BRASFIELD, owns a red International pickup truck which sits at the services station.

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Mr. SWEATMAN said that he does not know whether or not FREDERIC DORRIS was on duty the day that this Cutlass, bearing Florida license was there. He stated that DORRIS does not have any friends who visit him at the service station. He stated that DORRIS has never talked of guns, dynamite, any violence of any type or the burning or blowing up of any church.

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EAM/acp

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The following investigation was conducted April 6, 1968, by SA EUGENE A. MEDORI, JR., at Memphis, Tennessee.

Photographs of the following named individuals were displayed to Mr. RALPH M. CARPENTER, York Arms Company, 162 South Main Street, Memphis:

OLTON "SHORTY" FEATHERS, Memphis Police
Department Number 43002

MILLARD RAYMOND RINKS, Memphis Police
Department Number 96679

JAMES COOPER GREEN, Memphis Police
Department Number 103201

BYRON DE LA BECKWITH, Jackson, Mississippi,
Police Department Number 226-59

Mr. CARPENTER advised that none of the pictures were similar to persons known to him and that he could not identify any of these persons. None of these persons have, to his knowledge, made any recent purchases at York Arms Company.

At this point the photograph of EUGENE S. MANSFIELD, Tuscaloosa, Alabama Sheriff's Department Number 1077, was substituted for the photograph of BYRON DE LA BECKWITH and the photographs were again displayed to Mr. CARPENTER. He again stated that none of these photographs were similar to persons known to him and that he could not identify any of these persons as having made a recent purchase at York Arms Company.

When the photograph of MANSFIELD was pointed out to Mr. CARPENTER he stated that the individual who purchased the binoculars on April 4, 1968, differed from MANSFIELD in that the picture of MANSFIELD showed the nose was too flat and pug-nosed and that the hair was too bushy.

The photograph of BYRON DE LA BECKWITH, according to CARPENTER, was too old a man and the nose was larger than he recalls the individual having, and that he did not recall the individual to have a part in his hair and he believed that the lip line of the individual was a little fuller than that of BECKWITH.

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RWG:mnr

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The following investigation was conducted by SA ROBERT W. GOODWIN at Memphis, Tennessee, on April 6, 1968:

The below mentioned airlines were contacted to determine if the records reflect that HARVEY LOWMEYER, W. J. LEHMEYER, or JOHN WILLARD had been passengers of their respective airlines:

Mr. HARVEL HESTER, Terminal Manager, Southern Airlines, advised Southern Airlines has two daily flights from Birmingham, Alabama, to Memphis and three daily flights from Memphis to Birmingham. Mr. HESTER advised all Southern Airlines records of passenger lists are kept by Southern Airlines in Atlanta, Georgia.

Mr. BILLIE BLOCKER, Supervisor of Airport Passenger Service, American Airlines, advised his records do not reflect a HARVEY LOWMEYER, W. J. LEHMEYER, or JOHN WILLARD to have been a passenger of said airline departing from Memphis to any destination during the period of March 27, 1968, until April 5, 1968. Mr. BLOCKER advised said airline has no flights between Memphis and Birmingham.

Mrs. SANDY COOPER, Ticket Agent, Trans-Texas Airways, advised said airline does not have any flights between Birmingham and Memphis and her records do not reflect a HARVEY LOWMEYER, W. J. LEHMEYER, or JOHN WILLARD to have been a passenger of said airlines after 6:00 P.M., April 4, 1968, through April 5, 1968, departing Memphis to any destination.

Mr. JACK PUTMAN, Ticket Agent, Eastern Airlines, advised all records of passenger lists of said airlines are maintained by Eastern Airlines in Miami, Florida. He advised said airline has no flights between Birmingham and Memphis.

Mrs. SANDRA CRILL, Ticket Agent, Piedmont Airlines, advised all records of passenger lists of said airline are maintained by Piedmont Aviation, Inc., Winston Salem, North Carolina, at Smith Reynolds Airport. She advised said airline has no flights between Birmingham and Memphis.

Mr. R. L. YATES, Station Agent, United Airlines, advised all records of passenger lists of said airlines are maintained by United Airlines in Atlanta, Georgia. He advised said airline has no flights between Birmingham and Memphis.

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On April 10, 1968, IC JAMES W. BRADY caused the name of ERIC STARVO GALT, date of birth approximately [redacted] to be searched through the records of the following agencies by the indicated individuals without effecting an identification:

Lt. CHARLES MOORE, Identification Division,
Memphis Police Department;

Mr. BILLY WILLIAMS, Identification Division,
Shelby County Sheriff's Office;

Mrs. JANE HOWELL, Credit Bureau of Memphis;

Mrs. MARILYN HARRIS, Memphis Consumers Credit
Association.

Lt. HARRY COUGHAN, U. S. Coast Guard, Memphis, Tennessee, caused a check to be made by the Security Section, U. S. Coast Guard Headquarters, Washington, D. C., against the name of ERIC STARVO GALT and determined there is no Port Security Card issued in this name on file.

Lt. COUGHAN stated this individual, therefore, is not qualified to go aboard American vessels leaving the Mississippi River for intercoastal or deep water sailing. He further advised this would not prevent GALT or anyone else, however, ~~not~~ having Coast Guard papers to work aboard Mississippi River craft so long as he did not go below New Orleans, Louisiana.

Through a check made at the request of SA THOMAS O. RONAN, it was determined from the U. S. Coast Guard Office, St. Louis, Missouri, that the following places would be the logical sources of employment for an individual who would be on river boats and/or barges:

For union members - Seafarers International Union and
National Maritime Union.

For non-union members - Eagle Boat and Fuel,
Economy Boat Store,
Ory Brothers Marine,
St. Louis Fuel and Supply,
Wayne Vahlle, Ind.

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[Signature]

Lt. COUGHAN related that an individual who cared to go aboard a river boat or barge could make arrangements through one of the above boat stores and would then be hired if the need existed.

Mrs. EMILY TUCKER, Secretary, American Commercial Barge Line, foot of Keel Street, Memphis, Tennessee, advised SA THOMAS O. RONAN on April 11, 1968, that she had caused a check to be made at the home office in St. Louis, Missouri, of the names ERIC STAVRO GALT, JOHN WILLARD, HARVEY LOWMEYER, and JEROME W. VERNON without effecting an identification as either a past or present employee of that company.

FRANK GARAVELLI, operator of Frankie and Johnnie's, a boat store located at the foot of Illinois Street, Memphis, on the Mississippi River, on April 11, 1968, caused a review to be made of all individuals who are on file who came to the boat store to seek employment during the past 1½ years. Through this review he was unable to locate any record for ERIC STAVRO GALT, JEROME W. VERNON, JOHN WILLARD, or HARVEY LOWMEYER.

Mr. GARAVELLI further advised that there is a bar on South Main Street in Memphis at the intersection of Pontotoc Avenue known as Jim's Cafe. It faces east diagonally across from the Chisca Plaza Hotel. It is his understanding that many personnel affiliated with the marine industry on the Mississippi River frequent this bar.

Lt. HARRY COUGHAN, above, furnished the names of the following boat stores located at Greenville, Mississippi, which would be the main organizations employing union and non-union personnel for their tow boat companies operating on the Mississippi River:

Greenville Towing Company,
Brent Towing Company,
Valley Towing Service,
Delta Towing Company,
Greenville Fuel Service (a mid-stream boat store
with refueling facilities).

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These are the largest employers in the area although there are numerous other similar type companies who would be in a position to employ a man to work on a river boat.

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The below listed cashiers of the Chisca Hotel, South Main Street, Memphis, Tennessee, were contacted on April 9, 1968, by SAs GARY M. RAMSEY and THOMAS O. RONAN and advised that they did not know ROSCOE SMITH and knew of no one who was acquainted with him at the hotel. They all stated that there were three cashiers at the hotel:

MARY LEWIS

LAVERNE WILLIAMS

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OPEL BRADY

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RE: GENE PEARSON CRAWFORD
32-B WESTWOOD GARDENS
JACKSON, TENNESSEE

On the morning of April 5, 1968, while Lieutenant J. D. HAMBY, Homicide Bureau, Memphis Police Department, and SA FRANKLIN L. JOHNSON were conducting investigation in the 400 block of South Main, Lieutenant HAMBY advised that uniformed officers of the Memphis Police Department had informed him that they had stopped for questioning an individual subsequently identified as GENE PEARSON CRAWFORD after some employee of Jim's Restaurant, located immediately north of Canipe Amusement Company, 424 South Main Street, had pointed this individual out as a stranger who had been served a meal in that restaurant late on the afternoon of April 4, 1968, at which time this individual had sausage, eggs, and iced lemonade. Lieutenant HAMBY stated that the fact that this individual wanted iced lemonade apparently attracted the attention of the waitress to him. He stated that when the uniformed officers stopped him, he had with him a small black attache case and a cardboard box containing a new portable radio, and CRAWFORD had identified himself as having been a guest at the Wynne Hotel, 390 $\frac{1}{2}$ South Main Street, on the previous night.

The results of the interview with CRAWFORD are set forth hereafter.

After he was interviewed briefly by Lieutenant HAMBY and SA JOHNSON, Lieutenant HAMBY requested officers of the Uniform Division to accompany CRAWFORD to the Homicide Bureau at the Police Department for further questioning.

Subsequently, Lieutenant HAMBY advised that CRAWFORD was questioned and released by the Homicide Bureau, it appearing that he did not fit the available description of the unknown assailant and that information furnished by him as to his identity and activities in Memphis had been sufficiently verified to eliminate him as a suspect.

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**RE: ALLEGED CHASE OF WHITE MUSTANG,
EVENING OF APRIL 4, 1968
(HOAX REPORT BY UNKNOWN PERSON
WITH CITIZENS BAND RADIO)**

On the evening of April 4, 1968, after there had been traffic on the Police Department radio in Memphis with regard to a white Mustang reportedly seen leaving the scene of the shooting of Dr. KING, there was additional traffic on the police radio concerning an alleged incident involving an unknown citizens band (CB) radio operator who reported that he was chasing a white Mustang occupied by three white males, this unknown operator never identifying himself but continuing to broadcast up to a point where he claimed that the chase had reached a point north of Raleigh, Tennessee, a suburb of Memphis.

On April 6, 1968, Inspector N. E. ZACHARY, Homicide Bureau, Memphis Police Department, furnished the following information with regard to this incident:

Inspector ZACHARY secured a tape recording of the radio dispatches made following the murder of Dr. KING on April 4, 1968, and listened to the radio traffic, which included dispatches with regard to a chase allegedly made by an unknown person of a white Mustang occupied by three white males, all of which information was based upon reports made by an unknown person broadcasting on a CB radio. He stated that in listening to this tape recording, the first traffic received on the police radio was at 6:33 p.m. The police dispatcher received traffic from Police Car No. 160, which Inspector ZACHARY determined was manned by Lieutenant RUFUS BRADSHAW. In substance, Lieutenant BRADSHAW was transmitting to the dispatcher information which he was receiving from one individual who had a CB radio in his car, which individual in turn was receiving transmissions from some unknown individual transmitting on a CB radio.

Inspector ZACHARY advised that on April 4, 1968, while the transmissions in question were being made from the unknown CB operator, Lieutenant SAM T. McCACHREN, Homicide Bureau, Memphis Police Department,

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LEWIS CB Radio Investigation *JSB*

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received a telephone call from an individual who identified himself as ED CHAUNCEY, telephone number 276-0643, who reported that he was monitoring his CB radio and overheard an unknown operator in a mobile unit who claimed that he was chasing a white Mustang. Mr. CHAUNCEY at this time advised Lieutenant McCACHEEN that he (CHAUNCEY) was in contact with another CB operator known to him, namely BILL AUSTEIN, and that the three CB operators, namely the unknown operator, AUSTEIN, and CHAUNCEY, were in contact with each other, and Mr. CHAUNCEY would supply all information he received to the Police Department to assist them with regard to a chase in which the unknown operator claimed to be involved. Thereafter, on April 6, 1968, Lieutenant J. D. MUSIC talked by telephone again with both Mr. ED CHAUNCEY at the above telephone number and with Mr. AUSTEIN, both of them at that time furnishing substantially the same information as to what had occurred with regard to these transmissions by an unknown CB operator.

Inspector ZACHARY advised that Lieutenant RUFUS BRADSHAW, Car No. 160, had been contacted on April 6, 1968, at which time Lieutenant BRADSHAW had stated that Mr. WILLIAM HUBBARD AUSTEIN, age 22, of 24 North Montgomery Street, Apartment 103, an employee of Clendon Heating and Air Conditioning, Inc., had flagged down Lieutenant BRADSHAW at Jackson and Hollywood on the evening of April 4, 1968, and called Lieutenant BRADSHAW's attention to a broadcast being received on the CB radio in Mr. AUSTEIN's automobile. Lieutenant BRADSHAW, in turn, dispatched to the police dispatcher the nature of the information being received on Channel 17 of the CB radio. Lieutenant BRADSHAW listened to the CB radio in Mr. AUSTEIN's car and heard several different CB operators talking on Channel 17.

In substance, an unknown CB operator was giving reports as to his chase of a white Mustang occupied by three white males. Other operators, including Mr. AUSTEIN, were attempting to communicate with this unknown operator, attempting to get him to identify himself, and informing him that they would contact the Police Department in order to assist this

CB operator, in response to an inquiry from another CB operator, identified his own automobile as a 1966 blue Pontiac. Inspector ZACHARY pointed out that if there had been a high speed chase of a white Mustang by a 1966 blue Pontiac, then this would have attracted attention of numerous persons, and no one, other than the unknown CB radio operator, reported any such chase.

Inspector ZACHARY advised that he contemplated some additional inquiry regarding this matter in an effort to identify the person who made this hoax report, but insofar as the investigation of the murderer of Dr. KING was concerned, he was certain that the chase reported by the unknown operator did not occur.

On April 10, 1968, Lieutenant J. D. HAMBY, Homicide Bureau, Memphis Police Department, advised that he had interviewed in detail Mr. WILLIAM HERBERT AUSTEIN, male white, age 22, of 24 North Montgomery, Apartment 103, home telephone number 276-0986, an employee of Glendena Heating and Air Conditioning, Inc., and at this time Mr. AUSTEIN furnished to him the following account of the above-mentioned incident:

Mr. AUSTEIN is a licensed CB operator, having call letters KOM-8637, who has both a mobile unit and a base station, the base station being located at his home at 24 North Montgomery, Apartment 103, in Memphis. Mr. AUSTEIN furnished to Lieutenant HAMBY the following information concerning an incident which occurred on the afternoon of April 4, 1968:

He was at Zayre's Department Store on Poplar Avenue in Memphis until approximately 5:55 p.m., when he left that store and drove to Carlton's Esso Service Center on the corner of Madison and Bellevue. As he arrived at that service station, he heard the news on a commercial radio broadcast concerning the shooting of Dr. MARTIN LUTHER KING. After being at this service station about five minutes, he drove to his apartment at 24 North Montgomery. As nearly as he can recall, he then left his apartment around 6:12 p.m., en route to Steamfitters Local 614 on Jackson Avenue near Gragg School. En route to this location, while he was traveling east on Jackson

unknown operator. The unknown operator, who claimed he was chasing the Mustang, never identified himself. Lieutenant BRADSHAW dispatched police cars to the areas in which the unknown CB operator claimed to be traveling, and none of the units dispatched saw any activity such as that described by the unknown CB operator. Lieutenant BRADSHAW was of the definite opinion, after the unknown person making these reports had finally left the air, that the entire CB broadcast by this person was a complete hoax.

Inspector ZACHARY advised, after listening to the police dispatcher's tape recording, and after talking to Lieutenant BRADSHAW, that there were a number of factors to indicate that the above-mentioned broadcast on CB Channel 17 by the unknown person was a complete hoax. He stated that the final proof that this matter was a complete hoax was based upon communication between the Police Department and the Shelby County Sheriff's Office at the time the broadcast was in progress. After the unknown operator reported his position as proceeding east on Jackson Avenue toward Raleigh, Tennessee, the Police Department immediately contacted the Shelby County Sheriff's Office to alert that department, which had the responsibility for policing Raleigh, Tennessee, which is located outside the city limits of Memphis. During the time that this broadcast was being made, and after the unknown CB operator reported his position at the main intersection at a stop light in Raleigh, Tennessee, (Jackson Avenue and Stage Road), where the unknown operator claimed the Mustang had run the stop light at an excessive rate of speed, the Shelby County Sheriff's Office advised the Memphis Police Department that this information was false, since the Shelby County Sheriff's Office had two units of its men stationed at this intersection, and no such incident had occurred and no such vehicles as those described by the unknown operator had passed through that intersection.

Inspector ZACHARY advised that as a result of a separate inquiry made by the Police Department concerning this hoax report, he had determined that there had been no contacts whatever between any unit of the Memphis Police Department and the vehicles described by the unknown person on the CB radio. Inspector ZACHARY advised that at one point the unknown

in the vicinity of Springdale, and at approximately 6:30 p.m., he was monitoring CB Channel 17 when he heard a mobile unit request another mobile unit to call the Police Department by "land line" (telephone). A base station answered the caller, telling the caller that the base station would call the police, the base station inquiring as to the nature of the call that he should make. About this time, due to static, the original caller and the base station were unable to communicate. At this same time, AUSTEIN noticed that the original caller who was requesting police assistance was very close to Mr. AUSTEIN's position, because there was a very high reading on the signal strength meter on the CB radio in Mr. AUSTEIN's car. Mr. AUSTEIN therefore broke into the conversation between the original caller and the base station, telling the caller that he (Mr. AUSTEIN) was very close to him, that Mr. AUSTEIN had just spotted a police car and would relay the caller's message to the police.

At this point, the original caller stated that he was chasing a white Mustang east on Summer Avenue and that the occupants of the Mustang were responsible for Dr. KING's murder. Mr. AUSTEIN immediately flagged down the police car and thereafter talked with the Lieutenant who was in this police car at Loch's Barbeque at the intersection of Jackson and Hollywood. The Lieutenant requested Mr. AUSTEIN to communicate again with the unknown CB operator to determine that person's present location. Mr. AUSTEIN called to this mobile unit by saying, "Mobile that is chasing the white Mustang, what is your present 10-20?" (The signal 10-20 means location.) The original caller replied that he was approaching Highland on Summer Avenue at a high rate of speed. Mr. AUSTEIN relayed this information to the Police Lieutenant, who in turn relayed this information to the police dispatcher at central police headquarters.

The Lieutenant told Mr. AUSTEIN to keep talking to the unknown caller so that the police could be continuously informed as to his direction and location in order that the police could intercept the automobile allegedly being chased. Mr. AUSTEIN lost contact with the mobile unit briefly, but after calling him several times, he finally re-established contact with him.

Mr. AUSTEIN inquired of the unknown caller as to the description of the car that the unknown caller was driving so that the police would be able to easily identify the two vehicles when the police did intercept them. The unknown caller responded that he was driving a 1966 blue Pontiac and that as of that time the white Mustang was exceeding 75 miles per hour, and at the same time stating that the Mustang had turned north off Summer Avenue, the caller giving the name of the street on which this turn was made, but Mr. AUSTEIN not recalling the name of the street as of the time of this interview on April 10, 1968.

At this time there was some confusion as to the direction that the Mustang and Pontiac were allegedly taking. This confusion was due in part to the fact that some CB base station had broken into the transmissions and Mr. AUSTEIN could not hear the transmissions being made by the unknown mobile unit.

The next transmission that Mr. AUSTEIN could understand from the unknown mobile unit was to the effect that this unit had turned north and was approaching Raleigh (a suburb northeast of Memphis) on Jackson Avenue. Shortly after the unknown operator stated that he was approaching Raleigh, that same operator stated that he had just passed Stage Road or Austin Peay Highway and that he was being fired upon by the occupants of the white Mustang. The unknown caller also stated that his speed at that time was in excess of 100 miles per hour. Mr. AUSTEIN asked the unknown operator to secure the license number of the Mustang, to which the unknown operator replied that he was afraid to get that close because several shots had already been fired at him.

On the last transmission of the unknown operator, Mr. AUSTEIN stated that this unknown operator stated that he had just passed "the Millington exit" and the Mustang was gaining on him even though he had the Pontiac "flat out." (Mr. AUSTEIN understood that the unknown operator was indicating that he was driving as fast as the Pontiac would go.)

Mr. AUSTEIN called this unknown operator several other times but received no response. He also

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heard other CB operators join in, attempting to contact this unknown operator, requesting the unknown operator to give his call letters and his location but he heard no other responses and no other transmissions from this unknown operator.

Mr. AUSTEIN stated that at the time of the above-mentioned transmission by the unknown person in a mobile CB unit, he did not recognize the voice of that person. He stated that he understands there are more than 3,500 licensed CB operators in Memphis and possibly that many more who are unlicensed. He stated that whereas at first he thought the unknown operator was reporting a factual situation and actually needed police assistance, there is no doubt whatever in his mind but that the entire transmission was a complete hoax. He stated as the transmissions of the unknown operator continued, he observed that there was not sufficient time for the two vehicles to travel from one point where the operator claimed to be, to some other point identified by the unknown operator a short time later.

He also observed that during the last several transmissions of the unknown operator, there was no change in the signal strength indicated on the "S-Meter" in Mr. AUSTEIN's car, whereas if the unknown person calling had actually been traveling east at a high rate of speed as he claimed to be doing, then the signal strength would have become increasingly weaker. He stated it was his judgment that the unknown person making these calls had actually parked at the time the last few transmissions were made.

Also, when the unknown operator reported that he had turned north off Summer Avenue, his signal strength was very weak, and a short time later when the unknown operator was reporting that he was turning north on Jackson Avenue, his signal strength became noticeably stronger.

Mr. AUSTEIN explained that what he referred to as an "S-Meter" is an instrument on a CB radio which indicates the relative strength of an incoming signal from another unit. He pointed out that when he first heard

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the broadcast of the unknown caller who was asking for police assistance, the S-Meter in his car was registering as strong as it can register, indicating to him that the caller may have been as close as 150 feet from his location and not more than two blocks away. He stated at the time of the last transmission of the unknown caller, the S-Meter reading was 15 and would indicate to him that the caller was an estimated two miles away.

Mr. AUSTEIN pointed out that the unknown caller is undoubtedly familiar with the northeastern section of Memphis, through which he claimed to be passing, but he did observe that the unknown caller had reported that the unknown caller turned "north on Jackson," whereas most Memphians familiar with that section of Memphis would indicate that they turned east on Jackson. Jackson Avenue is generally regarded as an east-west street, although at the point where Jackson Avenue approaches the town of Raleigh, Tennessee, the general direction is southwest to northeast.

As to the possible identity of the unknown caller, Mr. AUSTEIN furnished the following information to Lieutenant HAMBY:

He stated that he does not know the identity of the caller, but due to some events which have occurred since that transmission, he wanted to furnish the following information which might possibly assist in identifying the unknown caller:

This information related to a white male whose last name is FERGUSON, who is employed by the Ben J. Malone Company as an apprentice steamfitter, and who belongs to the same Union to which Mr. AUSTEIN belongs, namely Steamfitters Local No. 614, 3754 Jackson Avenue, near the Gragg School, the location of this Union being near the town of Raleigh, Tennessee, through which the unknown caller claimed to have passed after approaching Raleigh, Tennessee, on Jackson Avenue. Mr. AUSTEIN furnished the following information to Lieutenant HAMBY concerning FERGUSON:

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FERGUSON has a CB radio. His car is a 1966 blue Ford. FERGUSON had reason to be in the general area covered by the transmissions mentioned above, since FERGUSON and others were supposed to be at a meeting at 3754 Jackson Avenue at Steamfitters Local 614 at 7:00 p.m. Since Mr. AUSTEIN knows that FERGUSON has a CB antenna located on a trunk mount, FERGUSON's CB signals will be directional. That is, when FERGUSON is transmitting, his signal will be stronger in one direction than in another direction, the strongest signal being to the front of the vehicle, the weakest signals being to either side, and the signal to the rear of the vehicle being of moderate strength.

Mr. AUSTEIN went on to state that if the unknown caller were traveling east and then turned north, the unknown caller's signals would have dropped because of the directional properties of the trunk-mount antenna. Mr. AUSTEIN noticed that when the unknown caller reported that he was turning north off Summer Avenue, the signal dropped to the point where Mr. AUSTEIN had difficulty hearing the transmissions.

When Mr. AUSTEIN arrived at the Union Hall, he was questioned by his instructor, Mr. EDWARD MORGAN, as to why he was late. Mr. AUSTEIN explained to him what had occurred in the presence of other persons at the Union Meeting. Mr. FERGUSON, mentioned above, was one of those present. Mr. MORGAN indicated a displeasure over the fact that Mr. AUSTEIN had attempted to assist the police in locating the murderer of Dr. KING. FERGUSON at this time made the statement, "Were you the one that I heard in that mess on Channel 17?" Mr. AUSTEIN told FERGUSON that he (AUSTEIN) was the operator attempting to relay information to the police. FERGUSON made a remark to the effect that if AUSTEIN had "any sense at all," he should have helped the white Mustang to escape. FERGUSON went on to make other remarks indicating that AUSTEIN should not have assisted the police to catch a man who had performed a public service (FERGUSON indicating by his remarks that he thought that the person who killed Dr. KING had done a public service).

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AUSTEIN did not see FERGUSON again for some 45 minutes, when the entire group was dismissed early because of the curfew which had been imposed. As these present left the meeting, AUSTEIN told FERGUSON to call him on the CB radio when both were in their cars, because AUSTEIN wanted to see how his unit sounded. He added that this is a common practice among CB operators. Shortly thereafter FERGUSON did call AUSTEIN, and when FERGUSON started to talking on the CB radio, AUSTEIN associated FERGUSON's voice with the voice he had heard earlier from the unknown person who made the hoax transmissions as outlined above.

During this interview, Mr. AUSTEIN identified one of the other CB operators who attempted to assist the unknown caller and Mr. AUSTEIN as Mr. ED CHAUNCEY, Mr. CHAUNCEY having contacted the Police Department by telephone at the time the transmissions were being made by the unknown CB operator. He stated that Mr. CHAUNCEY also attempted to assist in getting the identity of the unknown caller and the location of the vehicles as the unknown caller was transmitting and claiming to be chasing the Mustang.

Mr. AUSTEIN also advised during this interview with Lieutenant NAMEY that he had previously assisted the Police Department in September 1966 when he chased a suspicious person who was later apprehended by the Police Department based upon the information which he relayed to the Police Department.

UNITED STATES GOVERNMENT

Memorandum

TO : SAC, MEMPHIS (44-1987)

DATE: 6-12-68

FROM : SA HARLEY E. GYLFE

SUBJECT: MURKIN

Re: Citizens Band Radio Transmission
at about 6:30 PM on 4-4-68 during
chase on Jackson Ave. in Memphis

Attached is MPD supplement # 85, dated 4-13-68, which was received from Inspector N. E. ZACHARY, Homicide Squad, MPD concerning their investigation of captioned Citizens Band incident which was prepared by Lt. J. D. HAMBY of the MPD.

An FD-302 has been prepared concerning this incident as briefly related by Inspector Zachary.

It is suggested that an interview of EDDIE MONTEDONICO, 3776 Highland Park Place, Memphis, who the MPD has determined likely made this transmission be held in abeyance or until requested to do so by the Bureau. It is felt he and his parents will likely deny any knowledge of this transmission if it appears that he will be prosecuted for an FCC violation.

HEG:heg (ATTACHED)
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*C.B. Radio Investigation - indep
note 1A# on attached on this
serial & indep card.*

Serial 1A-202

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On April 9, 1968, JIMMY WARREN, age 18, Route 2, Box 214, Millington, Tennessee, and JIMMY TYNDALL, age 19, Drummonds, Tennessee, advised SA's ORVILLE V. JOHNSON and ANDREW SLOAN that they were at a store at the Twin Circle Trailer Park at approximately 8:30 p.m., April 4, 1968, at which time they saw WAYNE PANNELL and a young man with PANNEL whom they did not know by name but who resides in Millington, Tennessee.

According to WARREN and TYNDALL, PANNELL asked them if they wanted to know who shot MARTIN LUTHER KING, and WARREN and TYNDALL replied that they did. WARREN and TYNDALL stated that PANNELL told them that he and his associate shot KING, and at that time the person with PANNELL held up a box approximately 36 inches in length and 5 inches square, and PANNELL said the rifle that was used was folded up in that box. PANNELL also told WARREN and TYNDALL that they had gotten a Mustang automobile from Herff Ford and had abandoned the white Mustang in the vicinity of Herff Ford after the shooting.

WARREN and TYNDALL stated that this is all the information that PANNELL gave them and they advised they did not know if PANNELL was joking or if he was telling the truth.

Investigation at Millington on April 9, 1968, failed to locate WAYNE PANNELL, who was identified as ALBERT WAYNE PANNELL, age 20, born [redacted]. Inquiry revealed that his close associate is CARSON A. MUNCY, age 21, who resides at 4928 Buford Avenue, Millington, and is employed at the Star Publishing Company, Millington.

CARSON MUNCY was located at the Star Publishing Company, Millington, on April 9, 1968, and advised that he was with WAYNE PANNELL on the evening of April 4, 1968. He said he got off from work at around 6:45 p.m. on that evening and that PANNELL had arrived at the Star Publishing Company to pick him up somewhere around 6:30 p.m. He recalled that WAYNE had to wait for him approximately 15 minutes before he got off work and also recalled that WAYNE PANNELL was not aware that Dr. KING had been shot prior to his arrival at the Star Publishing Company. MUNCY said he learned of the shooting immediately after

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it occurred by listening to the radio and listened to the developments until he left work at 6:45 p.m. He advised that he and PANNELL went to a store at the Twin Circle Trailer Park, which is a teenager hangout for the Millington area, and did tell JIMMY WARREN and JIMMY TYNDALL that they shot KING. He stated that they were just kidding WARREN and TYNDALL and did not think that WARREN and TYNDALL took them seriously. MUNCY said when PANNELL told WARREN and TYNDALL that they shot KING, he held up a box which was in PANNELL's pickup truck, which was a box approximately 36 inches long and about 5 inches square and which contained aluminum valve covers. PANNELL told WARREN and TYNDALL that the gun that was used to shoot KING was in that box, but the box clearly reflected that it was a box containing aluminum valve covers.

MUNCY reiterated that they were just kidding WARREN and TYNDALL and said he has no idea who shot KING and pointed out he was working at the Star Publishing Company at the time of the shooting and this could be verified at his employment.

On April 9, 1968, ROBERT E. DOLLAR, JR., 3368 Bowen, Memphis, Tennessee, employed at the Star Publishing Company, advised he worked until 7:30 p.m. on the night of April 4, 1968, and knows that CARSON MUNCY worked until approximately 7:00 p.m. He said he recalls listening about the shooting which was over the radio and knows that CARSON was there at the time. He also advised that WAYNE PANNELL arrived at the Star Publishing Company at approximately 6:40 p.m. and that he too listened to the news about KING's death.

On April 9, 1968, Mrs. VIRGINIA WINKLER, Star Publishing Company, 5018 Navy Road, Millington, advised she worked until approximately 6:30 p.m. on April 4, 1968, and that CARSON MUNCY was at the Star Publishing Company when she left and had been there all evening.

On April 10, 1968, ALBERT W. PANNELL, 4852 Knight Road, Millington, advised he is employed at the Shaffer Motors, a Volkswagen dealer in the Whitehaven area, and he stated that he and MUNCY were just kidding

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WARREN and TYNDALL and that they have no idea who was responsible for the shooting of Dr. KING. He advised that he got off from work at Shaffer Motors at approximately 5:00 p.m. and arrived at the Star Publishing Company to pick up CARSON MUNCY at approximately 6:30. He said he did not learn of KING's shooting until he arrived at Star Publishing Company. He reiterated that he and CARSON MUNCY were just telling WARREN and TYNDALL a story and did not think that WARREN and TYNDALL took them seriously.

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VHL/vtp

The following investigation was conducted by SA VINCENT H. LAMMERS on April 15 and 16, 1968 at Memphis, Tennessee:

Two newspapers are printed and circulated from Memphis, Tennessee, namely the Commercial Appeal and Memphis Press-Scimitar. The Commercial Appeal is a daily newspaper and the Press-Scimitar is printed daily except Sunday.

A review of issues of these two newspapers for the period March 18, 1968 through April 4, 1968, failed to reveal where Dr. MARTIN LUTHER KING, JR. was a guest during his visits to Memphis except through inference.

The Memphis Press-Scimitar, final edition, for March 28, 1968, furnished a number of articles regarding the occurrences of looting and violence in Memphis on March 28, 1968. On Page 6x the second sub-heading in column one entitled "Dr. KING Meets With Pastors" the following appears: "Dr. KING, after he gave up the march at Main and Mc Call went to the Holiday Inn Rivermont and then to a meeting with Memphis ministers, his assistant BERNARD LEE told the Press Scimitar from KING's room at the Rivermont." This item continues in question and answer form but does not reveal any further information regarding Dr. KING being a guest at the Rivermont.

On Page 4, the editorial page, of this paper of March 30, 1968, the following brief comment which probably refers to the above-mentioned item appears. The item is entitled "Dr. KING's Suite" and reads as follows: "When Dr. MARTIN LUTHER KING was in Memphis this week he and his party occupied a suite at one of the city's best-known hotels. There was nothing unusual about this, because for a number of years all of Memphis' hotel and restaurant facilities have been open to customers of all races - a change from former customs that was brought about without the prodding of a demonstration. We hope Dr. KING was aware of that fact."

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The Commercial Appeal for April 3, 1968, contains an article on page 1 entitled "March Spokesman Vows to Ignore Any Court Ban". The article points out that a spokesman for ministers backing the sanitation workers strike said that they would disregard any court orders which the city may obtain to block another march. Later in this article it is indicated "the new march tentatively is set for Friday," (April 5, 1968).

The Commercial Appeal is printed and ready for distribution at approximately 9:00 p.m. but carries the following day's date.

The Commercial Appeal dated April 4, 1968, on Page 1 carries an item entitled "King Challenges Court Restrānt, Vows to March." This article reveals that a restraining order signed by U. S. District Judge BAILEY BROWN was furnished to U. S. Marshals minutes after it was signed and that the marshals "sped across town to serve Negro leaders with copies of the order." They found Dr. KING and four other defendants named in the injunction, HOSEA WILLIAMS, the Reverend JAMES ORANGE, RALPH D. ABERNATHY and BERNARD LEE, eating lunch at the Lorraine Motel. Dr. KING greeted the Federal officers, Marshal CATO ELLIS and Deputy Marshal WILLIE DURHAM, in the driveway of the motel and the defendants accepted service of the order. The order in question was to restrain Dr. KING and others against "any mass march here".

It should be noted that the above item was in the newspaper dated April 4, 1968, which issue was available on the night of April 3, 1968 at approximately 9:00 p.m.

The Commercial Appeal for Sunday, April 14, 1968, in an item written by ROBERT KELLETT entitled "Site of Slaying Becomes Shrine", reveals the following comment: "The Lorraine, where Dr. King and other prominent Negro leaders often stayed during 'heir visis o' Memphis, is located at 406 Mulberry, in an area of old buildings that house mostly wholesale and distributing companies and warehouses. It is a block east of South Main."

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RWG:wp

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The following investigation was conducted by
SA ROBERT W. GOODWIN at Memphis, Tennessee, on April 17,
1968:

The following persons at their respective
dancing schools were contacted to determine whether
ERIC STARVO GALT had taken dancing lessons at the said
dancing schools. All of the following persons stated
they had no adult classes and teach only children's
dancing lessons and therefore they would not have given
lessons to ERIC STARVO GALT:

Mrs. ETHEL McLAUGHLIN
McLaughlin Academy of Dancing
1334 Linden

Mr. SAM McMILLAN
McMillan and Thompson School of Dance and Twirl
3630 Lamar Avenue and 4679 Highway 51 South

Mrs. DORIS SHAFERMAN
Shaferman's School of Dancing
3214 Thomas

Mrs. JACK CHILDRETH
Martha Scott School of Dancing
3971 Rhodes Road

PATRICIA WILLIAMS
Patricia Williams School of Dancing
983 Berclair Road.

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TOR/vtp

EDWARD DUNAWAY, Identification Division, Shelby County Sheriff's Office, Memphis, Tennessee, reviewed his records on May 2, 1968 and advised SA THOMAS O. RONAN that the latent prints are maintained in his files on cases wherein the perpetrator of the crime is not known but the prints were obtained at the scene of the crime.

DUNAWAY said that there are in his possession approximately 200 different cases which have taken place since April, 1967 in the Memphis area which contain from one to thirty latent prints. To compare these latent prints against the known fingerprints of JAMES EARL RAY will be an extensive job which will be accomplished through a review made on a continuing basis in an attempt to effect identification. Any positive information will be immediately furnished to the Memphis Office of the FBI.

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SMD:mjh

1

The following investigation was conducted by
SA's STEPHEN M. DARLINGTON and EUGENE A. MEDORI at Memphis,
Tennessee:

JAMES INELL LEWIS, Room 11, Lorraine Motel, 406
Mulberry Avenue, advised on April 16, 1968, he did not
arrive at the hotel on April 4, 1968, until 7:45 P. M. and
had absolutely no information to furnish concerning the
assassination of Dr. KING.

GERALD AUGUST HARRELL, Room 10, Lorraine Motel,
406 Mulberry, Memphis, advised on April 17, 1968, that he
did not arrive at the hotel until 6:20 P. M. on April 4, 1968,
and was not permitted by policemen to get to his room until
10:20 P. M. He said he was unable to furnish any information
at all concerning the assassination of Dr. KING.

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On May 1, 1968, JAMES HARTER, Manager, National
Car Rental System (NCRS), Memphis Municipal Airport,
Memphis, Tennessee, advised SA THOMAS O. RONAN that DON
STOUT is known to him as an ex-employee of NCRS. He said
that STOUT was removed from his list of car jockeys be-
cause of problems that STOUT was having with other car
rental agencies. This occurred about nine months ago.

It was STOUT's job to transport the cars of NCRS
from one location to another to fill the volume needs of
the various offices of the system.

Should it be desired to have all NCRS Offices
contacted and circularized concerning STOUT's present
whereabouts, it could be done through contacting JOHN
RIEKEN, License Administrator, NCRS, 5000 Normandale,
Minneapolis, Minnesota, 55424.

HARTER further stated that although he, as
manager in charge of the Memphis division of NCRS will
not employ STOUT, this would not preclude any other cities
where NCRS is located from utilizing his services.

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