

## FEDERAL BUREAU OF INVESTIGATION

Date August 7, 19641

On August 5, 1964, I received from SA JAY COCHRAN, FBI Laboratory, three cardboard boxes to be delivered to the FBI Laboratory in Washington, D. C.

I placed these three boxes in the freight bin of Delta Flight 614, Jackson, Mississippi, airport. These boxes had been given Delta tags 307-376, 307-377 and 307-378. I retained the stubs.

I personally observed the freight bin to be closed.

At the first stop, Montgomery, Alabama, August 5, 1964, I observed the packages were not removed.

At the Atlanta terminal, I personally removed the three boxes from the freight bin of Delta Flight 614 and I personally placed them in the freight bin of Delta Flight 720. I observed the freight bin to be closed before takeoff for Washington National Airport.

After arrival at Washington National Airport at approximately 3:00 p.m. on August 5, 1964, I personally removed the three boxes with the above numbered tags, matching the stubs in my possession and delivered these three boxes to GEORGE BERLEY in the FBI Laboratory. I retained the three tags from the boxes and the three stubs. The delivery was made to Mr. BERLEY at approximately 4:00 p.m., EDT, on August 5, 1964.

50-105

407

On 8/5/64 at Jackson, Miss. File # JN 44-1  
by SA FREDERICK A. COOK /ldo Date dictated 8/6/64

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584

## FEDERAL BUREAU OF INVESTIGATION

1Date August 13, 1964

The following items were prepared for shipment to the FBI Laboratory for examinations on August 11, 1964, by SAs JAY COCHRAN, JR., and [REDACTED] They were forwarded by Registered Air Mail Special Delivery. *b7c*

One .38 S & W cartridge case.

Two .38 Special reloaded cartridges obtained from [REDACTED] Mississippi Highway Safety Patrol. *b7c*

50-106

On 8/11/64 at Meridian, Mississippi File # JN 44-1  
by SAs JAY COCHRAN, JR. & [REDACTED] *mjh 408* Date dictated 8/11/64 *585*  
*b7c*

## FEDERAL BUREAU OF INVESTIGATION

1

Date 8/8/64

Mrs. FANNIE CHANEY, [REDACTED] on August 6, 1964, furnished the following articles which belonged to her son, JAMES EARL CHANEY: *b7c*

- (1) One Silvertone Clock Radio which she advised had been handled inside by her son, JAMES EARL CHANEY.
- (2) One Gillette razor.
- (3) Pair green cotton trousers.
- (4) Pair grey twill cotton trousers.
- (5) Pair blue trousers.
- (6) Light blue dress shirt.
- (7) Brown figured sport shirt long-sleeved.
- (8) Light blue-black checkered striped dress shirt.
- (9) White, blue flowered figured sport shirt short-sleeved.
- (10) One blue plastic belt.
- (11) Blue, dull red, brown striped figured sport shirt.
- (12) Pair blue figured shorts.
- (13) White T-shirt lettered CORE.

50-107

On 8/6/64 at Meridian, Mississippi File # JN 44-1  
by SA [REDACTED] *b7c* mjh Date dictated 8/7/64

JN 44-1

2

(14) Pair jockey shorts.

(15) White T-shirt.

(16) Three white Cannon towels.

The above articles were submitted to the FBI Laboratory for examination by the Laboratory and the Latent Fingerprint Section.

410

50-108

587



b7C JN 44-1  
[REDACTED] mjh  
1

On August 7, 1964, the following items were forwarded to the FBI Laboratory for appropriate examination via Air Express, Protective Signature Service:

- (1) Radio belonging to victim CHANEY.
- (2) Clothing of victim CHANEY obtained from victim's mother, including victim's razor and belt.
- (3) Rock found clutched in left hand of Body #2. This body has been identified as that of victim GOODMAN.
- (4) Twenty-four soil samples obtained from crime scene.
- (5) Cigar butt found adjacent to Body #3 on south side.
- (6) One exposed Kodak Tri-X film pack containing photographs of the completed excavation of the portion of the dam containing the victims' bodies.

50-109

508

b7c JN 44-1

mjh

1

Mrs. ADELE GRIFFIS, Selective Service System, Meridian, Mississippi, advised SA [REDACTED], on August 7, 1964, that she maintains a record for JAMES EARL CHANEY, Selective Service Number 22-42-43-350, which file may be made available through contact with Selective Service Headquarters, Jackson, Mississippi. Mrs. GRIFFIS and [REDACTED] were fingerprinted for elimination purposes. Mrs. GRIFFIS, white female, born [REDACTED]

all b7c

b7c

## FEDERAL BUREAU OF INVESTIGATION

Date 8/7/641

Mrs. ADELE GRIFFIS, Selective Service System, Meridian, Mississippi, made available Selective Service Forms 1, 100 and 127 from the file of JAMES EARL CHANEY, Selective Service Number 22-42-43-350, which forms have been handled by victim CHANEY.

These three forms and two elimination fingerprint cards each for ~~Ms. GRIFFIS~~ and  are being forwarded to the Latent Fingerprint Section of the FBI Laboratory for examination. b7C

50 - 111

On 8/7/64 at Meridian, Miss. File # JN 44-1  
by SA  <sup>b7C</sup>  <sub>mjh</sub>  Date dictated 8/7/64 590

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b7c JN 44-1  
[redacted] mjh  
1

The Latent Fingerprint Section of the Identification Division of the FBI advised on August 7, 1964, that no latent fingerprint impressions of value were found on the property of victim CHANEY previously furnished to that section and consisting of a radio, razor and a belt.

At this time the Latent Fingerprint Section advised that the fragments of skin containing ridge detail which were adhering to the rock-like object removed from the clenched fist of the left hand of Body #2 (subsequently identified as victim GOODMAN) are of no value for identification purposes.

50-112

591

FBI File No. 44-25706  
Latent Case No. 51115

August 11, 1964

RE: MICHAEL SCHWERNER, FBI #562518E

Fingerprints obtained from fingers of Body #1 are identical with finger impressions of Michael Schwerner.

The fingers were returned on August 7, 1964.



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FBI File No. 44-25706  
Latent Case No. 51115

August 11, 1964

RE: BODY #2

Twelve latent fingerprints previously reported of value on items from a room formerly occupied by Andrew Goodman are identical with fingerprints from fingers #1, #2, #3, and #6 of Body #2.

The fingers were returned on August 7, 1964.

FBI File No. 44-25706  
Latent Case No. 51115

August 11, 1964

RE: BODY #3

One latent fingerprint developed on a Selective Service Form #127, bearing the typed name and signature James Earl Chaney, is identical with the right thumb impression of Body #3.

The fingers were returned on August 7, 1964.

b7c JN 44-1  
[redacted] mjh  
1

On August 14, 1964, SAs [redacted] and [redacted] delivered a package containing skin from the feet and fingers from the hands of the three victims to the University of Mississippi Medical School. These human remains, which were forwarded to the Jackson Office by the Latent Fingerprint Section of the Identification Division, were turned over to [redacted] and [redacted] of the Pathology Department, University of Mississippi Medical School. These doctors were advised that these remains were no longer being considered as evidence and were being returned for appropriate disposition. b7c

50-116

575

REPORT  
of the



FEDERAL BUREAU OF INVESTIGATION  
WASHINGTON, D. C.

To: FBI, Jackson

Re: MIBURN

Date:  
FBI File No.  
Lab. No.

August 12, 1964  
44-25706  
PC-81805 AR IZ HB

Specimens received 8-5-64

Body #1

- Q64 Bullet from chest (Item #5)
- Q65 Trousers containing wallet with miscellaneous papers and money, belt, coins, cigarette lighter and two ball-point pens
- Q66 Undershorts (Item #3)
- Q67 - Q68 Pair of boots (Item #3)
- Q69 - Q70 Pair of socks (Item #3)
- Q71 Key ring with keys (Item #3)
- Q72 Hair samples (Item #6)
- Q73 Skin surrounding hole in chest (Item #7)
- Q74 Wedding ring (Item #4)

Body #2

- Q75 Blue shirt
- Q76 Bullet from chest (Item #11)
- Q77 Trousers containing wallet with miscellaneous papers and money (Item #10)
- Q78 Khaki shirt (Item #10)
- Q79 Undershorts (Item #10)
- Q80 - Q81 Pair of shoes (Item #10)
- Q82 - Q83 Pair of socks (Item #10)
- Q84 Hair sample (Item #12)
- Q85 Skin surrounding hole in chest (Item #13)

Body #3

- Q86 Bullet from back (Item #18)
- Q87 Bullet from abdominal wall (Item #19)
- Q88 Bullet from head (Item #20)
- Q89 T shirt (Item #16)
- Q90 Trousers (Item #16)
- Q91 Undershorts (Item #16)
- Q92 Skin surrounding hole in chest (Item #17)
- Q93 Hair sample

50-117

594

ALSO SUBMITTED: Ten fingers from Body #1 (Item #1)  
Ten fingers from Body #2 (Item #8)  
Ten fingers from Body #3 (Item #14)  
Skin from feet Body #1 (Item #2)  
Skin from feet Body #2 (Item #9)  
Skin from feet Body #3 (Item #15)  
Three film packs  
Three rolls 35 mm film

Results of examination:

Specimens Q64, Q76, Q86 and Q88 are handload or reload type lead bullets comparable in weight and physical characteristics to caliber .38 S & W bullets. However, since these bullets do not appear to be factory loads, the possibility of their having been loaded into other revolver type caliber .38 cartridges cannot be eliminated. These bullets were fired from a weapon having five lands and grooves, right twist such as the caliber .38 Smith and Wesson, Hopkins and Allen, Harrington and Richardson, Iver Johnson, Empire State Arms Company, U. S. Revolver Company, Chicago Arms Company, Merwin and Hulbert, National Arms Company revolvers and possibly some foreign weapons.

Specimen Q87 is comparable to caliber .38 S & W commercially loaded lead bullets. This bullet was fired from a weapon having seven lands and grooves, right twist such as the caliber .38 Enfield, Webley, and Webley-Fosberry English revolvers and possibly other weapons. The caliber .38 S & W cartridges will chamber in these weapons.

Specimens Q64, Q76 and Q86 were identified as having all been fired from the same weapon. It was not possible to reach a conclusion whether specimen Q88 had been fired from the same weapon as specimens Q64, Q76 and Q86 possibly due to the mutilation of comparable areas on these specimens.

All five bullets have microscopic markings remaining on their surfaces suitable for comparison with any suspect weapons recovered.

Powder residues and powder patterns in the area surrounding the hole in the skin, Q73, powder residues surrounding the hole in the left chest area, Q78, and powder residues surrounding the hole in the upper area of the T shirt, Q89, are similar to those produced by contact or near contact shots.



A slight black ring was found around a hole located in the right chest area of Q78. This area of this shirt was examined microscopically and chemically; however, no powder residues were found. This area surrounding this hole was also examined spectrographically; however, no metallic deposits were found that could be identified as bullet metal. Therefore, because of the absence of powder residue and metallic deposits, it was not possible to definitely ascertain whether or not this hole had been produced by a bullet.

All of the remaining areas surrounding the holes in Q65, Q66, Q75, Q77, Q78, Q79, Q85, Q89, Q90, Q91 and Q92 were examined; however, no powder residues were developed.

Specimen Q71 contains the following keys:

- 1 - Gas-cap key cut to the same code, bearing the same code number "L481" and the name "Meyer," as the gas-cap key found in the debris from the burned 1963 Ford station wagon
- 2 - Round headed Ford key bearing the same depth cuts as a key found in the debris from the burned 1963 Ford station wagon (This key fits and operates the rear deck lock previously submitted and obtained from this station wagon.)
- 3 - Flat key stamped "Art Steel Company N. Y. - N. Y." (This key appears to be for a metal cashbox or file box, cabinet, or desk.)
- 4 - "Yale" key cut to the same code as the small "Yale" key found in the debris from the 1963 Ford station wagon (This key has a "V" notch cut in the bow as did the key found in the station wagon.)
- 5 - Padlock type key (This is not an original key and therefore the make of lock cannot be determined.)
- 6 - House, office, or apartment door type key bearing the word "Ilco" number "1001 EN" (This key is also similar to house door, office door or apartment door lock type keys.)
- 7 - "Jeco Y6" cabinet, desk or similar type lock key (No keys similar to these three keys were found in the keys from the debris found in the 1963 Ford station wagon.)
- 8 - Ford key cut to the same code as the ignition and door locks from the 1963 Ford station wagon

50-119  
598

A cloth tab, sewed to the Q79 undershorts, bears the name "ANDREW GOODMAN." No other visible or invisible laundry marks or other identifying marks were found on any of the items of clothing.

The items of clothing are described as follows:

ITEM	SIZE	COLOR AND COMPOSITION	BRAND
Q65	36 X 30	Blue cotton denim	Wrangler
Q66	Large	White cotton knit	Ohrbach's
Q67 - Q68	8D	Black leather, engineer's type	None discernible
Q69 - Q70	10	White wool	" "
Q75	16	Blue cotton	Beltex
Q77	31½ X 30	Black cotton twill	Lee
Q78	14½ - M	Khaki cotton	Big Yank
Q79	32	White cotton knit	B. V. D.
Q80 - Q81	9 D/B	Black leather	Bostonian
Q82 - Q83	Stretch type	Black synthetic	None discernible
Q89	Medium	White cotton knit	" "
Q90	29½ X 29½	Black cotton twill	" "
Q91	28	Red, black, gray print on white background, Cotton.	" "

The Q72 and Q84 hairs were determined to be of Caucasian origin. The Q93 hairs were determined to be of Negroid origin.

50-120

REPORT  
of theFEDERAL BUREAU OF INVESTIGATION  
WASHINGTON, D. C.

To: FBI, Jackson  
Re: MURKIN

Date: August 13, 1964  
FBI File No. 44-25708  
Lab. No. PC-31326 12 LV

Specimens received 8-7-64

ITEMS FROM GOODMAN'S HOME

Q84 - Q86 Three pairs of trousers  
Q87 - Q100 Four shirts  
Q101 - Q102 Two T shirts  
Q103 - Q104 Two pairs of undershorts  
Q105 - Q107 Three towels  
Q108 Ladies nightgown  
Q109 Belt  
Q110 Razor

Q111 Object found in Goodman's hand  
Q112 Cigar butt

K27 - K50 Twenty-four soil samples from crime scene

ALSO SUBMITTED: Radio  
Exposed film pack

Results of examination:

Negroid head hairs which exhibit the same microscopic characteristics as head hairs from body #3 and which could have come from body #3, were found in the pockets of Q84, Q85, Q86 and Q87 and on Q102. It is pointed out that except in unusual instances, hairs do not possess enough individual characteristics to be positively identified as originating from a particular person. No hairs were found in the pockets of Q88, Q89 and Q100 or on Q101, Q103, Q104. Nothing of value for identification purposes was found on the razor, Q110.

50-121



The trousers from body #3 had a 29½" waist and a 30½ inseam. The sizes of Q94 through Q96 are as follows:

Q94 28 3/4" waist X 31½" inseam  
Q95 29½" waist X 29" inseam  
Q96 28" waist X 28" inseam.

The Q103 boxer type undershorts and the boxer type undershorts from body #3 are both a size 32 and are alike in construction. The Q103 undershorts apparently were never worn. A price tag which reads "WILSON'S 32 2/100" is stapled to the waist of Q103. The Q104 undershorts are white cotton knit and are a size 34.

The T shirt on body #3 was too mutilated for accurate measurement; therefore, no size comparisons with Q101 and Q102 could be made.

Wear characteristics of the Q103 belt indicate a waist measurement of approximately 31". However, there was no belt on body #3 for comparison. There was no shirt on body #3 for comparison with the Q97 through Q100 shirts.

Nothing of apparent significance was noted about specimens Q103 through Q108 and Q112.

The Q111 object, thought to be a rock, is a lump of red-streaked gray clay coated with reddish-yellow sandy soil. This material is similar to the K27 clay and soil taken from near the left hand of body #2. The Q111 clay and soil could have come from the area represented by K27.

Specimens K36, K40 and K42 from 100 feet east, 100 yards east and 150 feet east of the pit on top of the dike have some characteristics similar to Q111 and cannot be entirely eliminated as possible sources. However, K27 is considered the most likely source for Q111.

No indication was found that the clay and soil of Q111 was acquired outside of the grave and dike area.

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Specimens E28 through E35, E37 through E39, E41, E43 and E44 are clay soils of a type generally similar to E47 but are specifically different and are not the source or sources of Q111.

Specimens E45 through E50 are different from Q111 and the grave and dike soils and, therefore, could not be associated with any of these specimens.



VIII. DESTRUCTION OF THE CIVIL RIGHTS  
WORKERS' 1963 FORD STATION WAGON

50-124

FEDERAL BUREAU OF INVESTIGATION

1

Date July 2, 1964

At approximately 1:32 p.m. on June 23, 1964, a 1963 Ford station wagon, bearing 1964 Mississippi license number H25503, located approximately 112 feet east of east end of concrete bridge over Bogue Chitto Creek. Car rear approximately 48 feet from north edge of Highway #21, headed north, in burned condition. No individuals in area or vehicles on highway.

On 6/23/64 at Philadelphia, Mississippi File # NO 44-2227  
by SA [REDACTED] mem b7C Date dictated 6/30/64

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NO 44-2227

b7C [REDACTED] ldo

I

The following investigation was conducted by  
SA's [REDACTED] and [REDACTED] on July  
17, 1964, at Neshoba County, Mississippi. The distance  
from Highway 491 to the point of recovery of the missing  
COFO workers' Ford station wagon is 1.1 miles. b7C

## FEDERAL BUREAU OF INVESTIGATION

1Date 6/26/64

On June 23, 1964, [REDACTED] Tag Division, Motor Vehicle Comptroller's Office, State Office Building, Jackson, Mississippi, advised a review of her records reveal that application was filed and 1964 Mississippi Tag Number H25503 was issued to Congress of Racial Equality, 1129 Maple Street, Apartment 8D, Jackson, Mississippi, for a 1963 Ford, four-door Ranch Station Wagon, Vehicle Identification Number 3F38L106548. She further advised that a 1963 Mississippi Tag Number HD9225 was issued for same vehicle, above description, showing this vehicle was purchased September, 1963, from Castle Car Company, Herkimer, New York. She could provide no further information regarding 1964 Mississippi Tag Number H 25503. *b7c*

On 6/23/64 at Jackson, Miss. File # NO 44-2227

by SA [REDACTED] *b7c* /dmm Date dictated 6/23/64

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429

50-126 *WV*

## FEDERAL BUREAU OF INVESTIGATION

Date 7/8/641

Attached is a sketch prepared by SA JAY COCHRAN, JR., on July 8, 1964.

This sketch, based upon the 1964 official road map, State of Mississippi, prepared by the Mississippi State Highway Commission, includes the main roads pertinent to this case in the counties of Neshoba, Kemper, Lauderdale and Newton. It also shows the geographical relationship of the cities of Jackson and Vicksburg, Mississippi, the Alabama and Louisiana state lines and certain pertinent mileages within this area.

On 7/8/64 at Meridian, Mississippi File # NO 157-2346  
NO 44-2227  
by SA JAY COCHRAN, JR. :bjm Date dictated 7/8/64

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50-127

607



# — SHORTEST ROUTES —

BARNETT FARM TO CAR — 8 mi.  
 BARNETT FARM TO CHURCH — 16 mi.  
 RAINEY FARM TO CHURCH — 7 mi.  
 RAINEY FARM TO CAR — 15 mi.

MISS. RIVER

VICKSBURG

LOUISIANA

JACKSON

ALABAMA

KEMPER COUNTY

LAUDERDALE COUNTY

NEWTON COUNTY

NESHOBA COUNTY

DECATUR

MERIDIAN

MT. ZION Church

DE KALB

PRESTON

CAR BURNING

## — LEGEND — (APPROXIMATE DISTANCES)

Phila. to Church — 11 miles  
 Phila. to Car — 13 miles  
 Phila. to BARNETT FARM (⊙) — 5 miles  
 Phila. to RAINEY FARM (⊠) — 12 miles

Meridian to Phila. — 37 miles  
 Meridian to Jackson — 92 miles  
 Meridian to Alabama — 18 miles  
 Meridian to Vicksburg (Louisiana line) — 134 miles

— [491] — Unpaved (Dirt) State Route

431

50 - 128

602  
 8/11/54

## FEDERAL BUREAU OF INVESTIGATION

Date June 26, 1964

1

A 1963 Ford Fairlane Ranch Wagon, medium blue, Vehicle Identification Number 3F38L106548, bearing 1964 Mississippi License H25503, was observed parked off Highway 21 in a wooded area approximately 15 miles northeast of Philadelphia, Mississippi, about 50 yards northeast of a bridge over Bogue Chitto Creek.

The station wagon was in a burned condition, the entire interior being burned to the metal, and the debris fallen to the floor of the vehicle. All tires and wheels, except left front, were burned and charred.

A metal name plate of dealer type reading "Castla Herkimer, NY" was observed on the tail gate door of the station wagon. A metal rack was attached to the top of the station wagon.

Paint on the exterior was scorched and burned off with the exception of portions of the hood, the left front fender, and left front door.

The paint on the body around the left front door was charred. The paint on the door around the hinges was charred; however, the paint on the remainder of the door, particularly around the handle and below the handle, had little fire damage.

The vehicle identification plate was attached to the left front door in the area below the latch and no appreciable fire damage was noted.

The ignition wires, distributor, water hoses, and battery appeared to have been damaged by the fire. The springs on the hood near the hinges were damaged. All windows were cracked or destroyed.

Door handles on left rear and both right doors were damaged as were braces which held the luggage rack on top of the vehicle.

No hub caps were located. The radio antenna, with fire damage at the base, was located approximately ten feet from its

On 6/23/64 at Philadelphia, Mississippi File # NO 44-2227

by SA [redacted] /eeb Date dictated 6/25/64

NO 44-2227

bjm

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mounting place on the left front fender. A pair of pliers and a jack handle-lug wrench-type tool were observed in the luggage well. Usual other tools such as a jack and chains were not observed in the vehicle. Debris and ashes, particularly on the right side on the floor, were wet.

Ashes and debris around back wheels, spare and right front wheel indicated tires were burned while mounted on wheels.

The lock on the rear or tailgate door of the vehicle was open. No key was located.

With the assistance of SA [REDACTED] and Mississippi Highway Patrol [REDACTED] samples of ashes and debris were removed from the floor of the vehicle and placed in boxes. b7c

The undamaged area of the exterior of the vehicle was dusted for latent fingerprints and none were developed.

Damage to underbrush and trees around the vehicle appeared to be greater to the right side and rear of the vehicle than to the left and front of the vehicle.

The entrance to the wooded area where the vehicle was located was observed. No tire tread marks were visible. The ground was soft and moist to a degree that footprints could be made in the ground.

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## FEDERAL BUREAU OF INVESTIGATION

Date June 26, 1964

1

Photographs of the 1963 Ford Fairlane Ranch Wagon found abandoned near the Bogue Chitto Creek, on Route 21, approximately 12 miles northeast of Philadelphia, Mississippi, were taken with a 4 x 5 Speed Graphic camera. Natural light was used to illuminate the vehicle. Kodak Tri-X film was used and a shutter speed of 1/100 of a second was used for all exposures.

The table below gives the description of each exposure.

<u>Film Pack</u>	<u>Exposure Number</u>	<u>f-stop Setting</u>	<u>Description</u>
1	1	32	Rear of the car from a distance of 15 feet
"	2	22	Same as exposure #1
"	3	32	Rear of the car from a distance of 25 feet
"	4	32	Rear of the car from a distance of 50 feet
"	5	22	Rear of the car from a distance of 6 feet
"	6	32	Front of the car from a distance of 20 feet
"	7	22	Same as exposure #6
"	8	22	Front of the car from a distance of 8 feet
"	9	8	Left front side of the car from a distance of 4 feet

On 6/23/64 at Philadelphia, Miss. File # NO 44-2227

by SA's [redacted] /ldo Date dictated 6/25/64

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58-130 611

NO 44-2227

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"	10	8	Left front side of the car from a distance of 5 feet.
"	11	8	View through windshield of the car from a distance of 6 feet
"	12	5.6	Hood of the car from a distance of 5 feet
2	1	32	View of the car from the north edge of highway 21
"	2	22	View of the car from the north edge of highway 21
"	3	32	Area of the car from the south edge of highway 21
"	4	11	Footprint found 35 feet from the rear of the car on the driveway leading to the car
"	5	11	Second footprint found 37 feet from the car on the driveway leading to the car
"	6	11	Third footprint found 37 feet from the car and 1½ feet west of the second footprint
"	7	--	Exposure discarded

The photographs were taken by SA [REDACTED] and SA [REDACTED] assisted. b7C

50-131





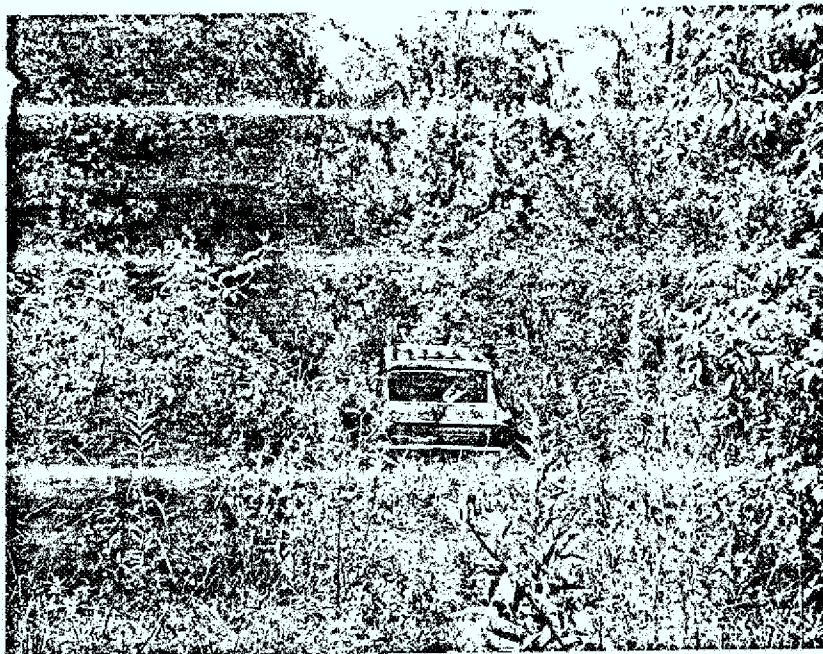
Pack 1, Photo 1



436

Pack 1, Photo 2

50-132



Pack 1, Photo 3

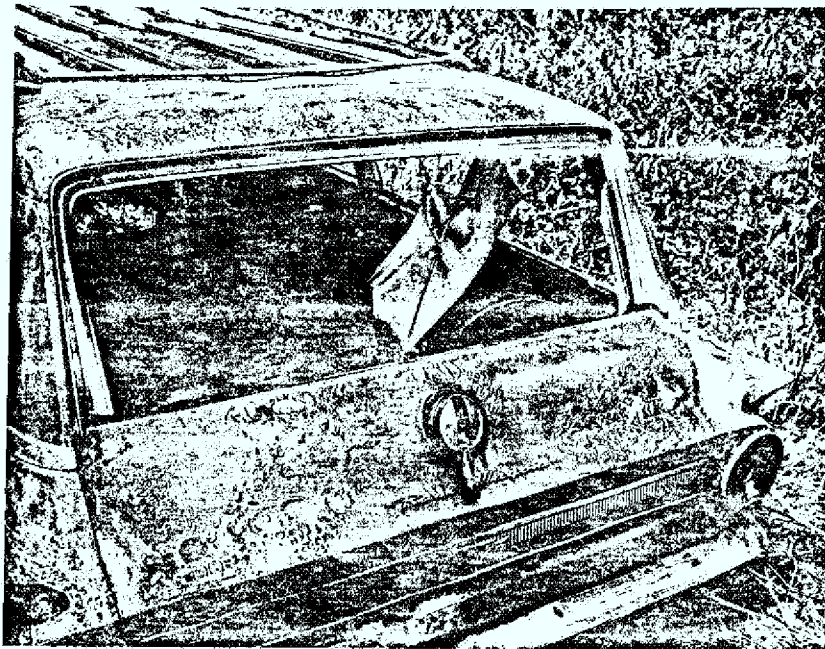


Pack 1, Photo 4

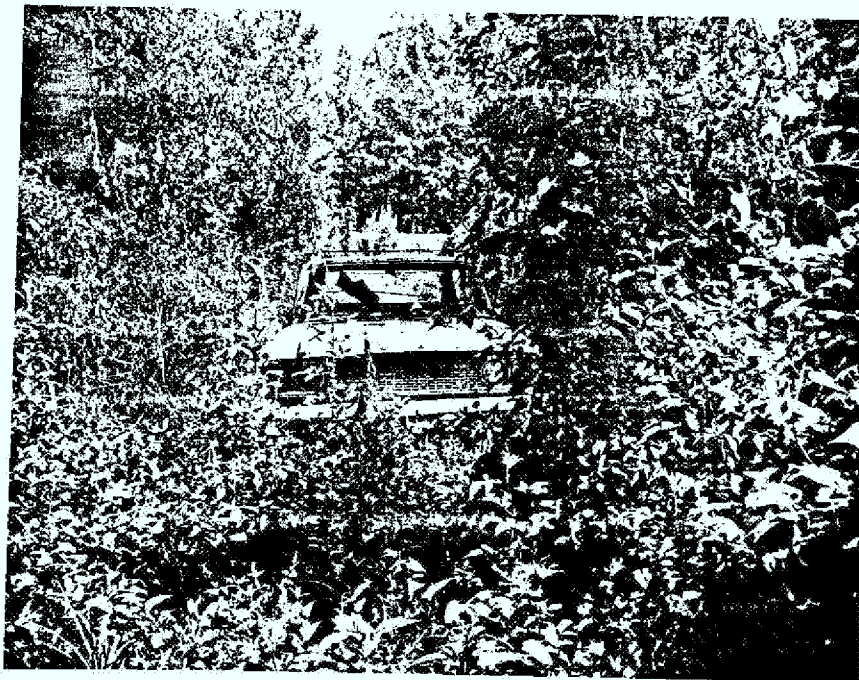
A37

614  
50-133





Pack 1, Photo 5



438

Pack 1, Photo 6

50-134

615



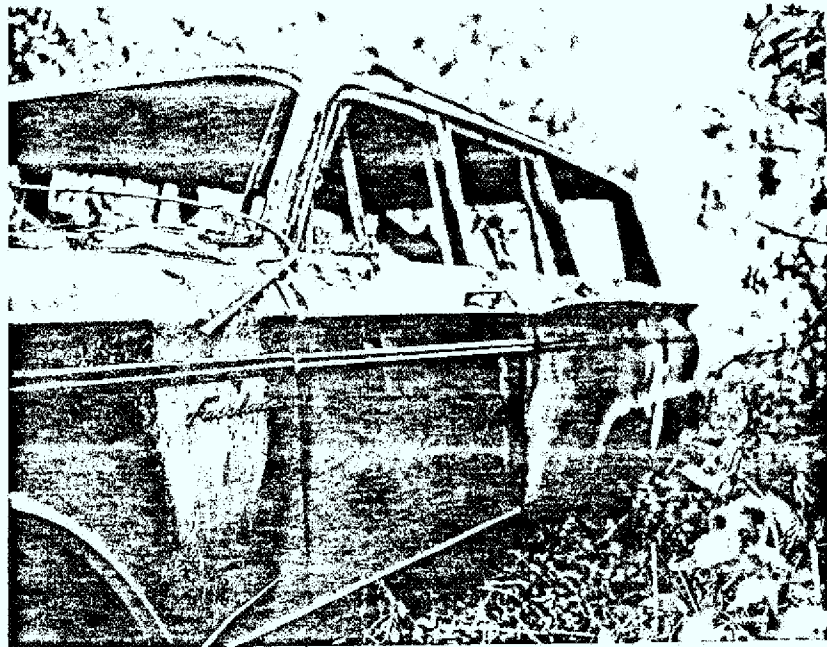
Pack 1, Photo 7



439 Pack 1, Photo 8

50-135 6/16





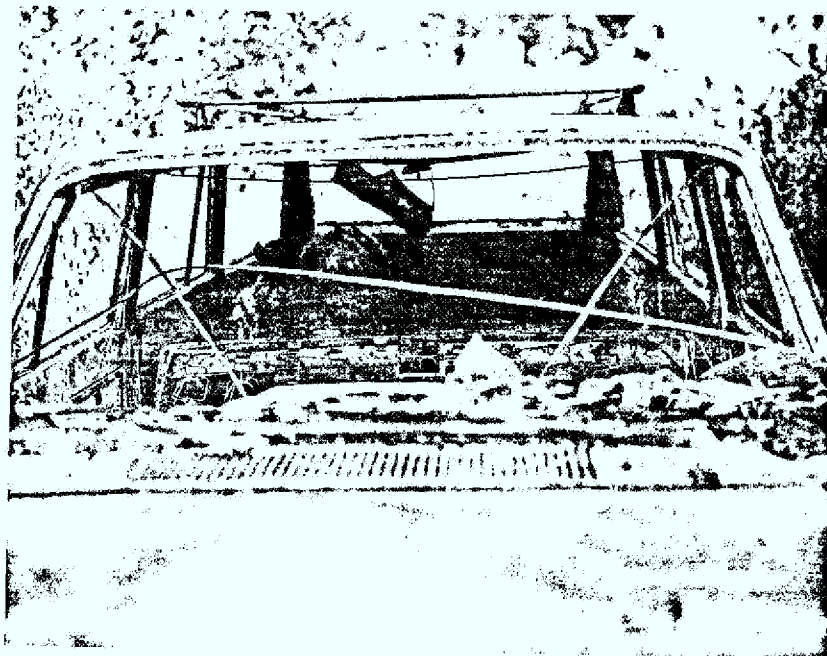
Pack 1, Photo 9



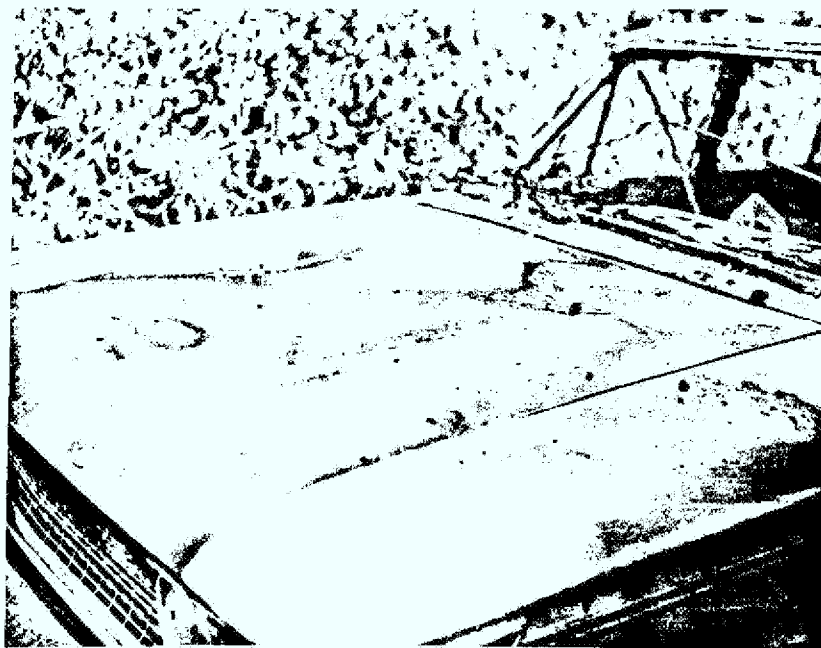
440 Pack 1, Photo 10

617  
50-136





Pack 1, Photo 11



441 Pack 1, Photo 12

618  
50-137



Pack 2, Photo 1



442

Pack 2, Photo 2

50-138

619





Pack 2, Photo 3



443

Pack 2, Photo 4

50-139 620



Pack 2, Photo 5



~~444~~

Pack 2, Photo 6

50-140<sup>621</sup>



## FEDERAL BUREAU OF INVESTIGATION

Date June 29, 19641

Early in the morning of June 24, 1964, SA's JAY COCHRAN, JR., and [REDACTED] from the FBI Laboratory, examined debris previously recovered from the victims' burned station wagon. *b7c*

The debris was initially examined to determine whether or not any human remains were present in it. The examination disclosed no human remains.

The debris contained pieces of glass, bits of fabric, glass wool insulation, pieces of plastic, portions of shoes, pieces of paper, metal automobile parts that had melted and solidified, screws, coins, pliers, a portion of a screwdriver, pencil ferrules, a man's metal heel plate with nails attached and numerous other items of no apparent significance.

All of the above items were badly damaged by fire. In addition, much of the debris consisted of burned materials too badly damaged by fire to be recognizable.

50-141

On 6/24/64 at Meridian, Miss. File # NO 44-2227  
by SA's JAY COCHRAN, JR. and [REDACTED] *b7c* /ldo Date dictated 6/28/64 *b22*



## FEDERAL BUREAU OF INVESTIGATION

Date June 29, 19641

On June 24, 1964, SA's JAY COCHRAN, JR., and [REDACTED] of the FBI Laboratory, conducted a search of the scene where the victims' vehicle had been burned. *b7c*

They first walked over the scene and immediate surroundings. Several oil and beer cans, a tobacco tin, a green plastic bottle, a Coca-Cola bottle, and a lighter fluid can were recovered. A piece of a leather boot with a name and a possible military serial number appearing thereon was also found near the scene.

Secondly, the area immediately surrounding where the burned vehicle had been setting to Highway 21 was thoroughly and painstakingly gone over with rakes. Nothing of significance was recovered from the raked area.

50-142

On 6/24/64 at Philadelphia, Miss. File # NO 44-2227  
by SA's JAY COCHRAN, JR., and [REDACTED] *b7c* /ldo Date dictated 6/28/64

## FEDERAL BUREAU OF INVESTIGATION

Date June 29, 1964

1

On June 24, 1964, the systematic search and examination of the victims' burned vehicle was begun by SAs JAY COCHRAN, JR. and [REDACTED] of the FBI Laboratory. *b7c*

Additional debris recovered from the vehicle by SAs COCHRAN and [REDACTED] was examined by them. Again, no human remains were found. This debris, for the most part, consisted of items similar to those in the debris previously recovered from the vehicle. However, two additional items of possible significance were found in the debris; namely, a wristwatch without strap or spring bar strap retaining pins and a ring of five keys, containing two Ford Motor Company car keys. *b7c*

The ignition lock and the locks from both front doors were obtained. The glove compartment lock was missing from the glove compartment door and was not recovered.

No bullet holes or indentations were found in or on the burned vehicle.

At this time the vehicle identification plate from the left front door together with its attachment rivets and the public vehicle identification number from the left front fender inside the motor compartment were cut from the car.

The plate number read as follows:

3F38L 106548

It also contained the following descriptive information:

Body	71D
Color	E
Trim	42
Date	10J
DSO	15
Axel-Trans	43

The public vehicle identification number from the motor compartment read as follows: 3F38L 106546

On 6/24/64 at Philadelphia, Miss. File # NO 44-2227

by SAs JAY COCHRAN, JR., and [REDACTED] *esp b7c* Date dictated 6/28/64

NO 44-2227

2

Immediately above the last "6" in this number (underlined above for emphasis only) was a very lightly stamped "8".

No tire chains were located within the car. In addition, the search did not locate a bumper jack. A combination jack handle and lug nut wrench was in the spare tire compartment as was the spare tire wheel.

Based on the window-winding mechanisms, the window positions at the time of the fire were determined to be:

Right front door	Down
Left front door	Down
Right rear door	Down
Left rear door	Up
Tailgate	Down

The right and left rear side window positions (if these windows are of the moveable type) could not be determined because of the extensive fire damage to the window channels. Other than small fragments, no glass remained in any of the window frames at the time of this examination.

Examination of the gas tank, which had become detached in transporting the car from the scene, disclosed no evidence of an explosion. The drain plug was found securely in place in the tank.

The car's odometer was completely destroyed by fire and no reading was possible.

The left front tire and wheel, not severely damaged by fire, had been removed from the car. The outside sidewall of this tire bore two parallel red marks near the rim. The rim portion showed fresh marks indicating recent removal of the wheel cover (hub cap). The three remaining wheels, still mounted on the car, were all badly damaged by fire. The fire discoloration in the rim areas of these wheels was not disturbed or marked in any way. This permits the conclusion that the three wheel covers on these wheels were either not on the car at the time of the fire or "popped" from the wheels due to heat expansion prior to the completion of the fire.

NO 44-2227

3

The internal and external condition of the vehicle and the fire patterns observed are consistent with those previously described by prior observers.

50-145

626



FEDERAL BUREAU OF INVESTIGATION

1

Date July 2, 1964

On June 29, 1964, the scene where the victims' vehicle was burned was measured by Special Agent [REDACTED] of the Federal Bureau of Investigation Laboratory so that a diagram of the scene could be prepared. A copy of a diagram based on these measurements is attached. *b7C*

The boundaries of the old roadway on which the vehicle was burned are very indistinct. The approximate boundaries are indicated by dashed lines on the attached diagram.

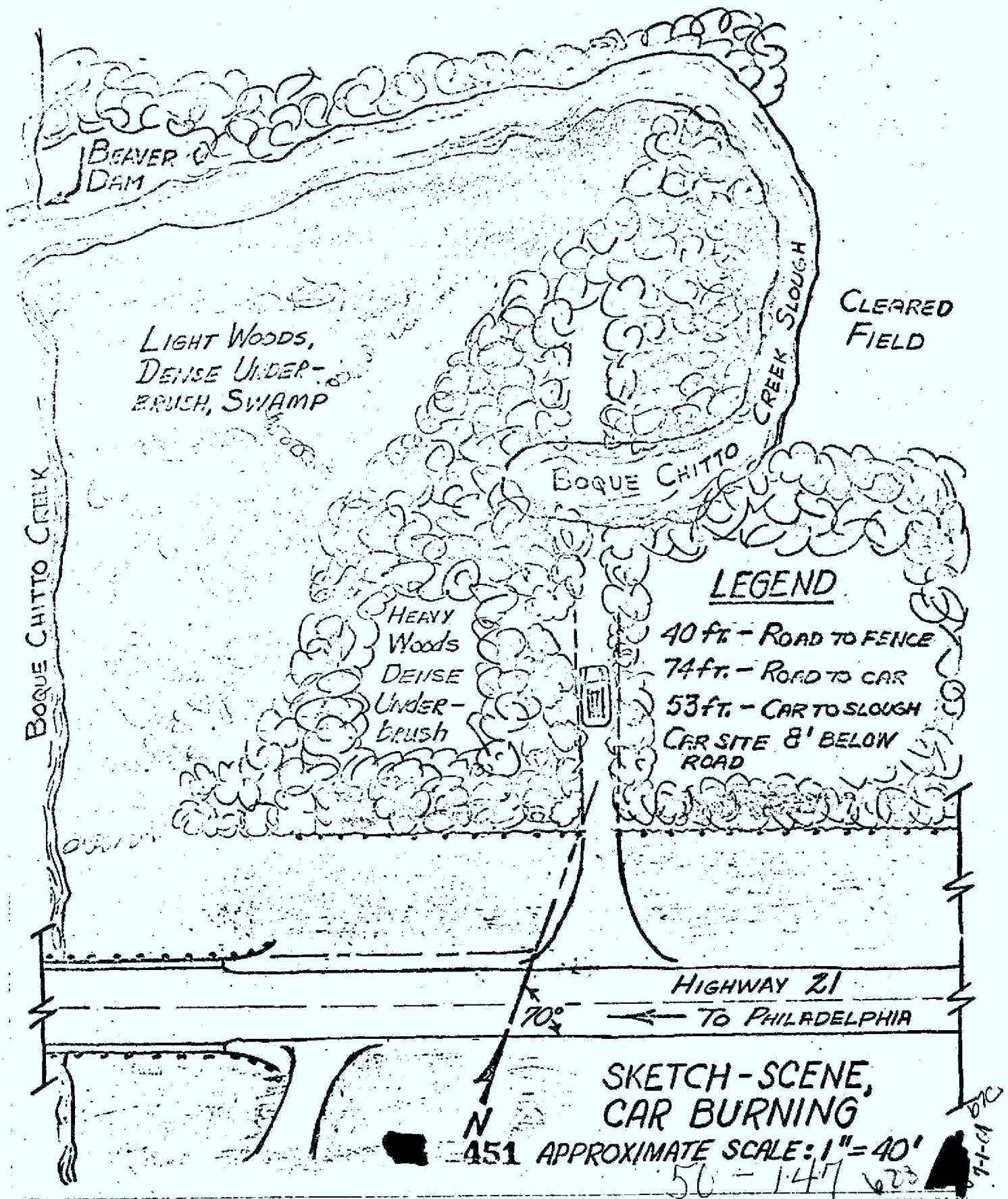
On 6/29/64 at Philadelphia, Mississippi File # NO 44-2227  
by SA [REDACTED] *b7C* mem 7/1/64 Date dictated 7/1/64 *027*

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450

50-146





## FEDERAL BUREAU OF INVESTIGATION

Date June 29, 19641

On the afternoon of June 26, 1964, at Stokes Auto Body Shop, Philadelphia, Mississippi, in the company of Mississippi Highway Safety Patrol [REDACTED] the two confidential vehicle identification numbers on the victims' burned station wagon were located and removed from the vehicle. b7c

These numbers both plainly read as follows:

3F38L 106546

50-148

On 6/26/64 at Philadelphia, Miss. File # NO 44-2227  
by SAs JAY COCHRAN, JR., and [REDACTED] Date dictated 6/28/64  
[REDACTED] esp b7c

629

## FEDERAL BUREAU OF INVESTIGATION

Date July 6, 19641

On July 4, 1964, SAs [REDACTED] and JAY COCHRAN, JR. took charred debris from the top of the victims' vehicle to be identified and examined for the presence of fire accelerants. b7c

50-149

On 7/4/64 at Philadelphia, Miss. File # NO 44-2227

by SAs [REDACTED] and b7c  
JAY COCHRAN, JR. /esp Date dictated 7/5/64 630

## FEDERAL BUREAU OF INVESTIGATION

Date July 6, 19641

During the examination of the victims' station wagon on July 4, 1964, two badly damaged instruments were removed from the dash of this vehicle. These instruments were determined to be the fuel gauge and engine temperature gauge.

Preliminary readings for these gauges, based on heat discoloration of the damaged faces, indicate that the fuel gauge registered 3/4 full and the temperature gauge registered in the normal operation range at the time of the fire.

The vehicle's fuel tank was opened and the interior inspected. All of the fuel was consumed by fire, leaving extensive sooting. No accurate determination of the amount of fuel remaining in the tank at the time of the fire could be made; however, there is some suggestion, based on a soot line at one end of the tank, that the tank was approximately 1/2 full.

50-150

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On 7/4/64 at Philadelphia, Miss. File # NO 44-2227  
by SA JA. COCHRAN, JR./esp (mjh) Date dictated 7/5/64 631



## FEDERAL BUREAU OF INVESTIGATION

1Date July 7, 1964

On July 6, 1964, [REDACTED] Swartzfager Ford Company, 420 20th Avenue, Meridian, Mississippi, made available to SA JAY C. COCHRAN, JR., a 1963 Ford Fairlane shop service manual. b7C

This manual reflects the fuel tank of the Ford Fairlane has a capacity of 16 gallons and that the two gauges in this vehicle, namely the fuel gauge and the engine temperature gauge, are actuated by a bi-metallic strip contained within the gauge. This bi-metallic strip contracts and expands with heat. The heating of the bi-metallic strip is produced by a varying electric signal initiated by the float system contained within the fuel tank.

The engine temperature gauge is operated in a similar manner, except that the electric signal is controlled by a thermostat installed in the water jacket in the engine.

It is concluded that any readings obtained from these two instruments, removed from the victims' vehicle, are completely unreliable, since the bi-metallic strip controlling the gauges' needles would be externally effected by the fire.

[REDACTED] based upon his experience [REDACTED] Ford and his experience with 1963 Fairlane automobiles that normal gasoline consumption for this vehicle would range between approximately 14 miles per gallon within the city to approximately 18 miles per gallon on the open highway. b7C

[REDACTED] there is no wood used in the construction or installation of the roof rack on the 1963 Ford Fairlane Stationwagon. (Note: Question asked in attempt to resolve presence of extensive charred woodlike material found on top of stationwagon.) b7C

On 7/6/64 at Meridian, Miss.

File # NO 44-2227

by SA JAY C. COCHRAN, JR.:sal

Date dictated 7/7/64 *b32*

## FEDERAL BUREAU OF INVESTIGATION

Date 6/30/64

1

[REDACTED] Roamer - Madan Watch Company, 16 East 40th Street, furnished the following information: *b7C*

The Roamer Watch manufactured by the Roamer Watch Company, SA, Solothurn, Switzerland, is just now being offered for sale in the United States.

The case numbers on the Roamer Watch are six digit numbers and he has no record of or knowledge of a watch bearing a five digit case number or one in the 59,000 series.

The six digit case number is inscribed on the inside of the back case panel and to his knowledge there never has been a number on the reverse of the watch except those numbers of the patents under which the watches are manufactured.

The case number is in fact a model number to denote which movements manufactured by the company will fit the particular style of case and hundreds or thousands of watches will bear the same case number.

A Roamer 17 jewel, water resistant, shock proof watch with a stainless steel back is a conventional watch. This watch he stated would have a power supply of approximately 36 hours when fully wound. The condition of the spring and the power supply remaining in a watch found away from the wearer would, of course, be dependent on the wearer's habit of winding.

The following models of watches were made available by [REDACTED] for photographing: *b7C*

50-152

On 6/29 & 30/64 New York File # NO 44-2227  
NY 44-1019

by SA [REDACTED] *b7C* *bca/bjm* Date dictated 6/30/64 *633*

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NY 44-1019  
NO 44-2227  
2

1. Model number 17197.41, case number  
131 430.
2. No model number, case number 142 414.
3. Model number 17244.--, case number  
134 441.
4. Model Number 17254.28, case number  
136 414.
5. Model number 17244.32, case number  
146 452.

The above are the only watches not recently manufactured for fall, 1964 sale available at the United States Offices of the Roamer Watch Company.

The watches number two and three above are those of a customer and [REDACTED] and therefore the model number was unavailable or incomplete. b7C

Examination of the reverse of all of the above watches disclosed there was no case number appearing thereon and the only numbers appearing on the reverse of the case were the patent numbers under which the watches were manufactured.

50-153  
634

Date June 30, 19641

[REDACTED]  
[REDACTED]  
[REDACTED]  
approximately 2 o'clock A. M. June 22, 1964  
[REDACTED]  
[REDACTED]

[REDACTED] had seen a big fire burning alongside Highway 21 in the Bogue Chitto swamp.  
[REDACTED]  
[REDACTED]

[REDACTED] assumed the possibility that this fire may have had some relation to the missing car, [REDACTED] did not know whether the fire he saw was a car or not.

[REDACTED] had no information whatever concerning the missing workers or as to the identity of the person or persons who burned the vehicle in this matter.

all  
b7c  
b7D

On 6/30/64 at [REDACTED] File # NO 44-2227  
by SA [REDACTED] sal b7c Date dictated 6/30/64

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## FEDERAL BUREAU OF INVESTIGATION

Date August 7, 19641

[REDACTED] had seen two automobiles pass him during the early morning hours of June 22, 1964, when he had observed a fire at the location of the recovery of the victims' car.

[REDACTED] seeing the fire at the Bogus Chitto swamp on Highway 21 on the morning of June 22, 1964. [REDACTED] denied [REDACTED] had seen anyone at the fire or that he had passed any cars on the highway on this occasion.

[REDACTED] denied [REDACTED] seeing anything other than the fire in the early morning of June 22, 1964.

all  
b7c  
b7D

On 8/1/64 at Philadelphia, Miss. File # JN 44-1

by SAs [REDACTED] and [REDACTED] /esp [REDACTED] Date dictated 8/6/64

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FEDERAL BUREAU OF INVESTIGATION

Date July 27, 1964

1

T. HUDSON, Highway 21 [redacted] was re-  
contacted on this date and furnished the following addi-  
tional information in response to inquiry:

[redacted]

[redacted]

T. HUDSON advised that he had thought about the  
events of the night of June 21-22, 1964, when he saw the  
burning station wagon. However, he is unable to recall  
any additional details and again stated that he had not  
seen or recognized anyone at the fire.

[redacted]

On 7/25/64 at Kemper County, Miss. File # NO 44-2227  
by SA'S [redacted] and MC /ldo [redacted] Date dictated 7/27/64

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## FEDERAL BUREAU OF INVESTIGATION

Date July 23, 1964

1

T. HUDSON, who resides on Highway 21 near the Neshoba -  
Kemper County Line

[REDACTED]

He stated that he owns a 1959 Chevrolet which has a  
light chrome streak on the side.

At the onset of the interview, HUDSON advised that [REDACTED]  
[REDACTED] he had seen the fire  
from the burning station wagon belonging to the victims in this  
case.

[REDACTED]

[REDACTED] related the fact that  
he had seen a fire near the Bogue Chitto Creek bridge and had  
not indicated knowledge of any other information relating to this  
incident. He stated also that he was interviewed by a Special  
Agent of the FBI and that he repeated this same information  
on that occasion.

all  
b7c  
b7D

On 7/22/64 at [REDACTED] File # NO 44-2227

by SAs [REDACTED] esp [REDACTED] Date dictated 7/23/64

50-157  
461

NO 44-2227

2

[REDACTED]

[REDACTED]

He was asked to again relate the circumstances of his activities prior to arriving at the scene of the fire and he stated that while he leaves his house at no set time on Sunday night, to return to his job at Wiggins, Mississippi, he did leave later than usual on Sunday, June 21, 1964.

[REDACTED]

[REDACTED] He states that this was shortly after 1 A.M. As he proceeded toward Philadelphia, on Highway 21, he saw in the distance evidence of a fire.

[REDACTED]

[REDACTED] He soon saw that the fire was nearer the Bogue Chitto Creek and he relates that he saw sparks and "heard poppins" and smelled burning rubber. HUDSON stated that as he passed, he did not closely observe the blaze.

[REDACTED]

[REDACTED]

[REDACTED]

462

639 all  
50-158 b7c b7D



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50-159 FBI/DOJ

## FEDERAL BUREAU OF INVESTIGATION

1

Date June 29, 1964

[REDACTED]

On Monday, June 22, 1964, [REDACTED]

[REDACTED]

[REDACTED] decided to go fishing.

[REDACTED] drove to the vicinity of Bogue Chitto River and parked their car on the right or south side of Highway 21 at the east end of the second cement bridge and estimated he arrived at approximately 5 P. M.

They then crossed the road and walked down the east or right side of a small road going toward the beaver dam on Bogue Chitto River. [REDACTED] Shortly after leaving the highway he noticed a car which was burned, and he walked down the right or east side of this car and took a trail off to the right when he noticed that [REDACTED] had stopped to look at the car. He then came back and [REDACTED] was at the front of the car and opened the hood of the car. [REDACTED] noticed that there was smoke coming from under the hood apparently toward the rear end of the engine section. He went to the front of the car and looked in the car and thought the smoke was coming from some burning wires or something inside the motor. The hood, which [REDACTED] touched, was warm but not uncomfortably hot to the touch. He noted that the body part of the stationwagon was burned, and to his best recollection all the tires were gone.

[REDACTED] noted the door on the driver's side of the vehicle was open and about the only thing else he recalled was that there was a Mississippi license with the letter H on it. He did not recall the number.

[REDACTED] did not recall about the hub caps but as he recalled, the aerial was gone from the vehicle.

[REDACTED]

On 6/25/64 at Philadelphia, Miss. File # NO 44-2227

by SAs [REDACTED] Date dictated 6/28/64

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2

[REDACTED]  
[REDACTED] did not recall seeing anyone else in the vicinity during the time he was there. He did not observe any tracks or marks of any kind in the vicinity of the burned vehicle although he and [REDACTED] each walked around the vehicle.

[REDACTED] did not notice an odor of any kind at the time he was at the vehicle such as burning rubber, but he did notice that the back part of the car was damp inside apparently from the rain, and there was no smoke coming from any part of the car but the hood.

all  
b7C  
b7D

466

50-161  
b42

## 1

Monday, June 22, 1964:

about 30 minutes and then crossed the highway and down into the area where they noticed a burned out vehicle. [REDACTED] before reaching the burned out car there is a barb-wire fence which has a gap between the two posts where the vehicle was driven in and the barb-wire at this point has been down on the ground for quite a period of time, although he could not specify how long exactly but

by SAs [redacted] and b7C Date dictated 7/1/64

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b7C  
b7D



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2

more than three weeks. [REDACTED] the car was badly burned, however, it was a stationwagon, and he believed it was a 1963 Ford.

[REDACTED] opened the hood of the car and that they observed that the motor was still smoking.

[REDACTED] there was an odor around the car which smelled like whiskey or alcohol of some form.

[REDACTED] in examining the motor they noticed it was barely warm.

[REDACTED] from his observation of the stationwagon he assumed that the car must have been burned from the rear toward the front since the back of the car was not smoking.

[REDACTED] in the back of the wagon he noticed a lug wrench and a spare tire rim and a lot of ashes.

[REDACTED] the license plate was burned so that the color was not visible, but he did see the letter H on the plate.

[REDACTED] noticed there was one tire on the left front side that was not burned. [REDACTED] could not recall seeing any hub caps on the car or on the ground at this time.

[REDACTED] the ground around the car was still wet from the rain but that he did not notice any debris or other items on the ground.

[REDACTED] asked [REDACTED] if he had seen the burned car and that [REDACTED] had remarked he had seen the car but had not stopped to inspect the car.

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3

[REDACTED] did not take anything out of the car.

[REDACTED]

[REDACTED] had not seen anyone other than [REDACTED]  
[REDACTED] at or in the vicinity of the burned car on June 22, 1964.

[REDACTED]

all  
b7C  
b7D

50-164  
1045

469

## FEDERAL BUREAU OF INVESTIGATION

1

Date June 29, 1964

[REDACTED]

[REDACTED] recalled that on Monday, June 22, 1964, it rained in the afternoon. He thought the rain lasted for about two hours and it started about 2:30 P. M. It was still cloudy although not raining when he went to Bogue Chitto Creek to go fishing [REDACTED] arrived at the creek about 5 P. M.

[REDACTED] first fished for approximately 30 minutes under the cement bridge over Bogue Chitto Creek and then started down the river toward the beaver dam. [REDACTED]

[REDACTED] Just as he left the highway he noticed a burned stationwagon in the brush which he did not think was visible from the highway but he noticed that shortly thereafter.

He noted there was smoke coming from under the hood of the car on the left side. He walked to the front of the car and lifted up the hood which was warm but not hot. [REDACTED] could not determine just where the smoke was coming from, but it appeared to him as if it were coming from the back part and underneath the engine. He did not think there was anything burning in the motor section of the car but that the smoke was coming from under the engine.

[REDACTED] walked around the car and noted that the left door or the door on the driver's side was open. He noticed that the left front wheel had not been burned and stated it did not contain a hub cap. The car was completely burned out and the spare wheel was not in the tire well but on the platform in the rear of the vehicle. He noticed a tire iron in the depression in the rear section of the stationwagon. [REDACTED] there were no other tools that he observed.

[REDACTED] there was no odor of smoke that he could recall although he thought he smelled something like beer or whiskey, although he did not notice any cans.

all  
b7C  
b7D

On 6/25/64 at Philadelphia, Miss. File # NO 44-2227

by SAs [REDACTED] <sup>b7C</sup> 470 Date dictated 6/28/64

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50-165

2

[redacted] did not notice any indication in the area that anyone had walked into the brush from the car, that is, he did not notice any place where the grass was disturbed. He did not notice any tracks or footprints in the area of the car at that time but stated he walked completely around the car. [redacted] on that day he wore a pair of shoes which were size [redacted] and had a rubber heel.

471

50-166<sup>b7D</sup> 347

all  
b7C  
b7D



NO 44-2227

3

██████████ accompanied the Agents to the area where the car had been burned and recovered three hub caps and the side door mirror which he had hidden approximately 25 feet north of where the car was parked in a dense clump of thorns and blackberries. The mirror he had hidden under some leaves under a blackberry bush.

b7c, b7D

56-167

472

## FEDERAL BUREAU OF INVESTIGATION

1

Date July 2, 1964June 22, 1964

[redacted] at about 4:30 P. M. [redacted] on Highway 21 to Bogue Chitto Creek where [redacted] parked [redacted] east of the Bogue Chitto Creek on the south side of Highway 21. [redacted] fished on this creek under the bridge for approximately 30 minutes and during this time approximately ten cars passed on Highway 21 but none of them slowed down and no cars stopped in the area, and he did not see any individuals either fishing or walking in the area during that time. [redacted] crossed Highway 21, down off the highway and at this time saw a burned out stationwagon. [redacted] in order to get to the stationwagon it was necessary to go through a barb-wire fence, however, the gap between the posts through which the stationwagon would have to pass was down on the ground, and he recalls this wire had been down for at least three weeks and maybe longer. [redacted] approached the stationwagon on the right side. [redacted] stopped and looked at the stationwagon and noticed smoke coming out from under the hood in the vicinity of the rear of the engine. [redacted] lifted the hood which was still warm and saw the smoke but could not determine what was burning. [redacted] also touched the radiator, and it was also warm.

[redacted] walked around the left side of the car, and the door on the driver's side was open. [redacted] closed this door and did not reopen it. [redacted] door was not burned as was the rest of the stationwagon, and it was cool when he touched it. [redacted] walked around the rear of the stationwagon and looked in the rear window and saw a lot of ashes which were damp and then looked in the well which holds tools and saw a lug wrench and two full

all  
b7C  
b7D

On 7/1/64 at Philadelphia, Miss. File # NO 44-2227

by SAs [redacted] and [redacted] Date dictated 7/1/64

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2

tire chains like those used in snow or mud. [REDACTED] definitely did not see a tire jack nor did he notice any other tools or anything else except ashes inside the stationwagon. [REDACTED] touched the back of the stationwagon, and it was also cool. [REDACTED] while looking into the stationwagon he smelled an odor like whiskey or beer around the stationwagon. [REDACTED] could not smell the smoke which he had seen. [REDACTED] while walking around the stationwagon he did not notice anything lying around the outside of the stationwagon nor did he see any footprints.

[REDACTED] first examination of the stationwagon took approximately five minutes. [REDACTED] went through the brush to the creek and went to the beaver dam to fish. [REDACTED]

[REDACTED] picked up three hub caps from the two rear wheels and the right front wheel which were lying on the ground, and hid them in some blackberry bushes approximately 25 feet from the front of the stationwagon, and he also took the side view mirror off the door and hid it in the blackberry bushes in some leaves in the same area as the hub caps. [REDACTED] the radio antenna was on the ground near the side of the stationwagon, and he left it there. [REDACTED] there was no hub cap on the left front wheel. [REDACTED] did not take anything else from the stationwagon and never entered the stationwagon at any time. [REDACTED] the only thought he had about the burned stationwagon was that it might have been purposely set on fire by someone because it would not run. [REDACTED] went to the highway and at the area just off the highway behind the stationwagon he noticed no tire tracks or footprints at all. [REDACTED]

[REDACTED] when they left the area of the burned stationwagon they saw no other vehicles parked nor did they see any individuals on foot in the area, and he does not believe any automobiles passed on the highway at the time they left.

50-169  
all  
b7C  
b7D  
b5D

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44-25706 Serial 11613 pg 475

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FBI/DOJ



## FEDERAL BUREAU OF INVESTIGATION

1Date June 29, 1964

[REDACTED]

[REDACTED] Monday afternoon, June 22, 1964, he decided to go fishing on Bogue Chitto Creek and arrived there at approximately 5:30 P. M. He was alone and noticed only one other car parked in the area [REDACTED]

[REDACTED] parked his automobile on the north side of the east end of the bridge, walked across the road and down a faint road toward the creek. Just after he left the highway he noticed a car which had burned and thought it probably had belonged to some fishermen and had caught on fire.

He did not look the car over at all and did not observe any smoke around the vehicle or any tracks or prints of any kind. He turned off on a trail located in about the back part or middle of the car and did not pay any attention to the car as he passed.

[REDACTED] the only one he saw on the creek fishing was [REDACTED] and when he returned to the road and left the area he did not see anyone or any other cars parked in the vicinity.

[REDACTED] had not previously seen the car, and he had not had an occasion to travel on the highway in that particular area on Sunday, June 21, 1964, or Monday, June 22, 1964.

[REDACTED]

[REDACTED]

all  
b7c  
b7D

On 6/25/64 at Philadelphia, Miss. File # NO 44-222

by SAS [REDACTED] 676 Date dictated 6/28/64 V52  
[REDACTED] 67C

Date June 30, 1964

[REDACTED] drove to Highway 21 in Bogue Chitto Creek approximately 15 miles northeast of Philadelphia, Mississippi, to go fishing.

[REDACTED] parked [REDACTED] off the highway. [REDACTED] walked off the highway and saw a stationwagon, model and make unknown to him, which had been burned. He estimates this time at approximately 5:30 P. M., and he said he thought it probably belonged to some fisherman and had probably caught on fire.

He did not examine the stationwagon but walked on the right side of it to take a trail along the creek. [REDACTED]

[REDACTED] seen smoke coming from under the hood of the stationwagon and had lifted the hood and attempted to determine what was burning but could not. [REDACTED]

[REDACTED] had seen smoke coming from under the hood of this vehicle and had also looked over the stationwagon [REDACTED]

[REDACTED] again passed the burned out stationwagon without examining it [REDACTED]

On 6/30/64 at [REDACTED] File # NO 44-2227 50-1

by SAs [REDACTED] Date dictated 6/30/64

:sal b7C b5 3

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2

no other individuals who may have been in the area on Sunday, June 21, 1964, or Monday, June 22, 1964, who could possibly have seen the burned out stationwagon or the individuals who placed it there.

all  
b7C  
b7D

50-173  
654

## FEDERAL BUREAU OF INVESTIGATION

Date June 27, 19641

[REDACTED]

[REDACTED]

[REDACTED] was last at the scene of where the victims' car was later found at about 11:00 a.m. on June 22, 1964.

[REDACTED] there were no burned or scorched trees [REDACTED] and definitely the station wagon was not there between 7:00 a.m. and 11:00 a.m., June 22, 1964.

[REDACTED]

all  
b7C  
b7D

On 6/26/64 at Philadelphia, Miss. File # NO 44-2227

by SA's [REDACTED] and [REDACTED]  
b7C / ldo 479

Date dictated

6/27/64

56-174



## FEDERAL BUREAU OF INVESTIGATION

Date June 27, 19641

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED] has since passed the scene where the station wagon was found burned and he is certain it was not there between 6:00 or 7:00 a.m. and 11:00 a.m. on June 22, 1964, and he is certain there were no scorched or burned trees in the area at that time.

all  
b7C  
b7D

56-175

On 6/26/64 at Philadelphia, Miss. File # NO 44-2227 656  
by SA's [REDACTED] and [REDACTED]  
[REDACTED] b7C/l do 480 Date dictated 6/27/64

## FEDERAL BUREAU OF INVESTIGATION

Date June 27, 19641

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED] has since seen the location where the station wagon was burned and between the hours of 7:00 a.m. and 11:00 a.m. on June 22, 1964, the victims' station wagon was not at this location and the trees were not scorched and burned.

*all*  
*b7C*  
*b7D*

*50-176*

On 6/26/64 at Philadelphia, Miss. File # NO 44-2227 *657*  
by SA's [REDACTED] and [REDACTED] *481*  
[REDACTED] *b7C* /ldo Date dictated 6/27/64

## FEDERAL BUREAU OF INVESTIGATION

Date June 29, 19641

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED] has since been by the location where the station wagon was found burned.  
[REDACTED]

At that time, the barbed wire fence was up and there was some brush on the highway side of the fence.  
[REDACTED]  
[REDACTED]

[REDACTED] as well as he can judge he was in the immediate vicinity of where the station wagon was found burned between 8:30 a.m. and 11:00 a.m. on June 22, 1964, and at this time the station wagon was definitely not there and the barbed wire fence was up.

all  
b7C  
b7D

56-177

On 6/27/64

at [REDACTED]

File # NO 44-2227

b58

by SAs [REDACTED]

b7C  
/esb

482

Date dictated 6/29/64

REPORT  
of the



FEDERAL BUREAU OF INVESTIGATION  
WASHINGTON, D. C.

To: FBI, New Orleans

Date: July 8, 1964

Re: MIBURN

FBI File No.

Lab. No. PC-81337 CC CW IS

BN AR

D-453088 HW

PC-81324 AR

PC-81331 AR GH

Specimens received 6/26/64, personally delivered by SA Vincent B. Coyle,  
FBI, New Orleans, PC-81337 CC

- Q1 Plaster cast shoe print
- Q2 Plaster cast shoe print
- Q3 Men's burned wrist watch (listed in Lab #PC-81306 CW)
- Q4 Gas cap
- Q5 Left front car door lock
- Q6 Right front car door lock
- Q7 Ignition lock
- Q8 - Q13 Ring and five keys
- Q14 VIN (secondary), inside left front fender within motor compartment
- Q15 VIN identification plate and rivets, left front door
- Q16 Debris from under drivers seat
- Q17 Debris from rear floor, right side
- Q18 Debris from bed of trunk
- Q19 Debris from under left rear seat
- Q20 Debris from floor, front left seat
- Q21 Debris from rear floor, left side
- Q22 Debris from bed of trunk
- Q23 Debris, contents tire well
- Q24 Debris, contents tire well
- Q25 Debris from front floor, right side
- Q26 Piece of leather boot
- Q27 Large carton containing miscellaneous debris

Also Submitted: One package of items for latent fingerprint examination

Specimen received 6/29/64, PC-81324 AR (New Orleans Airtel 6/27/64)

Q28 Lock from tailgate of station wagon

Evidence personally delivered by SA Vincent B. Coyle, 6/27/64,  
PC-81331 AR GH

Q29 - Q30 Two parts of car bearing Vehicle Identification Number  
(VIN) 3F38L106546

Q31 Portion of front bumper bearing paint smears

659  
50-178



Results of examination:

The outline of a bell-shaped design was noted in the heel portion of the Q1 cast. Similar designs are found in a number of different heels, including some heels manufactured by the B. F. Goodrich Company. Further identification of the design was not possible because the Q1 cast is not sufficiently clear for detailed examination. Heels made by the B. F. Goodrich Company are used on new shoes as well as for repair.

No design was noted in the Q2 cast so the possible make of heel or shoe involved could not be determined.

The Q2 cast is approximately 11½ inches long which is the approximate length of a size 8 or 8½ shoe. It is to be noted that the length of a shoe for a given size will vary with the style of shoe involved.

Due to the distortion in the Q1 cast, the length and approximate size could not be determined. It does appear, however, that the Q1 cast impression was made by a relatively small shoe.

The results of the examination of specimen Q3 were reported in FBI Laboratory report PC-81306 CW, dated 6/26/64.

The five keys attached to the key ring, specimens Q8 through Q13 are as follows:

One Yale cabinet or desk lock key.

One Ford car key having a round head.

One "Meyer" gas cap key bearing code number L481.

One "P & F Corbin" housedoor or office door lock type key.

One bow portion of a Ford car key. The bit end of this key is missing and appears to have melted from the heat of the fire.

The "Meyer" gas cap key is cut to the code of the gas cap lock, Q4, and is made to operate this lock.

Because the bit end of the ignition type Ford key is missing, no conclusion could be reached whether this key originally fit any of the car door locks and ignition lock submitted.

50-179

The left front door lock, Q5, bears the code number "FE 519."

No portions of a key were found in any of the locks submitted.

The roundhead Ford key on the ring of keys Q8 through Q13 has been cut to the code of the lock Q28 and operates this lock.

The VIN identification plate and rivets Q15, are identical to authentic serial plates and rivets found on Ford cars. None of the numbers in Q15 have been changed or altered.

Nothing was found to indicate that any of the vehicle identification numbers in Q14, Q29 and Q30 had been changed. Above the last number "6" in Q14 is a faint impression of a number "8."

Chemical examinations were made of specimens Q16 through Q25 and Q27. No traces of petroleum hydrocarbons or other flammable fluids were identified in this debris.

No evidence of human remains was found in the debris, specimens Q16 through Q25 and Q27.

The portion of a name "William J" and a portion of a service number which appears to be US53260" are hand printed on the piece of a combat boot, specimen Q26. Specimen Q26 is not burned and appears to have been exposed to the elements for some time. A photograph of the characters on specimen Q26 is being furnished herewith.

Burned pieces of compressed wool and cotton fibers were found in specimens Q17, Q20, Q21, Q25 and Q27. This material appears to be from a fiber mat.

Burned pieces of knitted cotton fabric were in specimens Q18, Q23, Q24 and Q27. The source of this material is not known.

Small burned pieces of cotton fabric woven with a plain weave were found in specimens Q18 and Q23. This material appears to be a muslin type of cloth.

Insulating material composed of compressed glass fibers and filler was found in specimen Q22.

A piece of fabric woven with a plain weave and composed of what appears to be glass fibers was in specimen Q24. Although the source of this fabric is not known, it may be insulating material.

50-180

Specimen Q31 bore two separate paint smears. One smear was a white enamel and the other smear was predominantly a green enamel. Detailed analyses of these two paint smears revealed them to be similar in colors and compositions to "Sage Green" and "De Soto White" original finishes used on two-tone 1956 De Soto automobiles. Both of these paints are in positions on the 1956 De Soto which would make them simultaneously available for bumper contact.

Very small traces of a beige or light tan paint, adequate only for general color comparisons were found crushed along one edge of the green enamel smear.

662  
56-181

REPORT  
of theFEDERAL BUREAU OF INVESTIGATION  
WASHINGTON, D. C.

To: FBI, New Orleans

Re: MIBURN

Date: July 8, 1964  
FBI File No.  
Lab. No. PC-81363 GH

Specimens received 7/1/64

Q32 - Q34 Three pieces of barbed wire from fence at the scene  
where vehicle burnedK1 Paint sample of left front fender of 1963 Ford station wagon  
K2 Paint sample from splash pan below left headlights of 1963  
Ford station wagon

## Results of examination:

Specimen K1 contained three-layered paint chips as  
follows:

1. Blue metallic top layer
2. Grey primer
3. Brown primer

Specimen K2 contained two-layered paint chips as follows:

1. Blue metallic top layer
2. Red-brown primer

The three pieces of barbed wire, Q32 through Q34, bore foreign paint smears. The paint comprising these smears was a turquoise nonmetallic lacquer. This turquoise nonmetallic lacquer is similar in color and type of paint to the original finish on 1956 Chevrolets known as "Twilight Turquoise."

No paint was found on Q32 through Q34 which was like the paint of specimen K1 or K2.



REPORT  
of theFEDERAL BUREAU OF INVESTIGATION  
WASHINGTON, D. C.

To: FBI, New Orleans

Date: June 26, 1964

FBI File No.

Re:

Lab. No. PC-81306 CW

MIEURN

Specimens received 6/26/64

Q3 Men's burned wrist watch found in burned Fairlane  
station wagon

## Results of examination:

The back of the watchcase, specimen Q3, bears the brand name "ROAMER" under which appears "59183" which is apparently the watchcase number. The back of the watchcase also bears the following markings:

SWISS MADE  
WATERPROTECTED  
SHOCKPROTECTED  
STAINLESS STEEL BACK

The wrist watch movement bears the following markings:

ROAMER  
17 JEWELS  
SWISS MADE

There is no record of specimen Q3 in our National Stolen Property Index. The wrist watch movement does not bear a serial number and there are no identification markings scratched into specimen Q3 to indicate that it had been repaired.

The mainspring of the wrist watch is approximately half wound. The inside of the wrist watch is dirty and rusty so that the cause for the stoppage of the works is not known.

The hand fragments attached to the watch are in the 12:45 position.

Specimen Q3 is being temporarily retained in the Laboratory.

IX. ACTIVITIES OF LOCAL LAW ENFORCEMENT  
AUTHORITIES AT PHILADELPHIA, MISSISSIPPI

50-184  
66

FEDERAL BUREAU OF INVESTIGATION

1

Date 8/12/64

X  
[redacted] Philadelphia, Mississippi, Police Department, advised that he would have no objections to furnishing whatever parts of the radio logs maintained by his office that are necessary for the investigation of the case involving the missing civil rights workers. b7c

[redacted] made available his daily log books starting on May 8, 1964, and ending on July 31, 1964. b7c

[redacted] said that he did not mind loaning his log books to be photographed but that he desired they be returned to him promptly. b7c

On 8/11/64 at Philadelphia, Mississippi File # JN 44-1  
by SA [redacted] and [redacted] mem [redacted] Date dictated 8/12/64 ebv

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## FEDERAL BUREAU OF INVESTIGATION

Date August 13, 19641

[REDACTED] Philadelphia Police Department, Philadelphia, Mississippi, advised that he had no objection to furnishing whatever portions of the radio logs of the Philadelphia Police Department might be necessary for the proper investigation of the case involving the three missing civil rights workers. b7C

[REDACTED] furnished radio logs for the period June 15, 16, 17, 1964, and radio logs for June 21 and 22, 1964. b7C

[REDACTED] said that he would like to have the radio logs returned at the earliest possible time but that he had no objection to having them photographed or having copies made of them. b7C

On 8/11/64 at Philadelphia, Miss. File # JN 44-1

by SAs [REDACTED] and b7C [REDACTED] /esp: 491 Date dictated 8/13/64 267

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**SECRET**

155-73

OPERATOR  
ON-DUTY

493

# DAILY OPERATING LOG

Call Letters: *W113.22* Frequency: *155-73*



Continued on back

*28*  
*108*

DATE	UNIT CALLED	TIME	ASSIGNMENT, NATURE OF CALL OR REMARKS	OPERATOR ON DUTY (Sign - Do Not Initial)
6-23-64				
	1800		Spec duty 1st sec 1st sec	Quaker
	1800		10-20 1st sec 2nd sec	
	1900		10-20 - 1st sec	
	1925		Providing 1st 2d 3d 4th 5th 6th 7th 8th 9th 10th 11th 12th 13th 14th 15th 16th 17th 18th 19th 20th 21st 22nd 23rd 24th 25th 26th 27th 28th 29th 30th 31st 32nd 33rd 34th 35th 36th 37th 38th 39th 40th 41st 42nd 43rd 44th 45th 46th 47th 48th 49th 50th 51st 52nd 53rd 54th 55th 56th 57th 58th 59th 60th 61st 62nd 63rd 64th 65th 66th 67th 68th 69th 70th 71st 72nd 73rd 74th 75th 76th 77th 78th 79th 80th 81st 82nd 83rd 84th 85th 86th 87th 88th 89th 90th 91st 92nd 93rd 94th 95th 96th 97th 98th 99th 100th 101st 102nd 103rd 104th 105th 106th 107th 108th 109th 110th 111st 112nd 113th 114th 115th 116th 117th 118th 119th 120th 121st 122nd 123rd 124th 125th 126th 127th 128th 129th 130th 131st 132nd 133rd 134th 135th 136th 137th 138th 139th 140th 141st 142nd 143rd 144th 145th 146th 147th 148th 149th 150th 151st 152nd 153rd 154th 155th 156th 157th 158th 159th 160th 161st 162nd 163rd 164th 165th 166th 167th 168th 169th 170th 171st 172nd 173rd 174th 175th 176th 177th 178th 179th 180th 181st 182nd 183rd 184th 185th 186th 187th 188th 189th 190th 191st 192nd 193rd 194th 195th 196th 197th 198th 199th 200th 201st 202nd 203rd 204th 205th 206th 207th 208th 209th 210th 211st 212nd 213th 214th 215th 216th 217th 218th 219th 220th 221st 222nd 223rd 224th 225th 226th 227th 228th 229th 230th 231st 232nd 233rd 234th 235th 236th 237th 238th 239th 240th 241st 242nd 243rd 244th 245th 246th 247th 248th 249th 250th 251st 252nd 253rd 254th 255th 256th 257th 258th 259th 260th 261st 262nd 263rd 264th 265th 266th 267th 268th 269th 270th 271st 272nd 273rd 274th 275th 276th 277th 278th 279th 280th 281st 282nd 283rd 284th 285th 286th 287th 288th 289th 290th 291st 292nd 293rd 294th 295th 296th 297th 298th 299th 300th 301st 302nd 303rd 304th 305th 306th 307th 308th 309th 310th 311st 312nd 313th 314th 315th 316th 317th 318th 319th 320th 321st 322nd 323rd 324th 325th 326th 327th 328th 329th 330th 331st 332nd 333rd 334th 335th 336th 337th 338th 339th 340th 341st 342nd 343rd 344th 345th 346th 347th 348th 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681st 682nd 683rd 684th 685th 686th 687th 688th 689th 690th 691st 692nd 693rd 694th 695th 696th 697th 698th 699th 700th 701st 702nd 703rd 704th 705th 706th 707th 708th 709th 710th 711st 712nd 713th 714th 715th 716th 717th 718th 719th 720th 721st 722nd 723rd 724th 725th 726th 727th 728th 729th 730th 731st 732nd 733rd 734th 735th 736th 737th 738th 739th 740th 741st 742nd 743rd 744th 745th 746th 747th 748th 749th 750th 751st 752nd 753rd 754th 755th 756th 757th 758th 759th 760th 761st 762nd 763rd 764th 765th 766th 767th 768th 769th 770th 771st 772nd 773rd 774th 775th 776th 777th 778th 779th 780th 781st 782nd 783rd 784th 785th 786th 787th 788th 789th 790th 791st 792nd 793rd 794th 795th 796th 797th 798th 799th 800th 801st 802nd 803rd 804th 805th 806th 807th 808th 809th 810th 811st 812nd 813th 814th 815th 816th 817th 818th 819th 820th 821st 822nd 823rd 824th 825th 826th 827th 828th 829th 830th 831st 832nd 833rd 834th 835th 836th 837th 838th 839th 840th 841st 842nd 843rd 844th 845th 846th 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## FEDERAL BUREAU OF INVESTIGATION

Date 8/22/641

A review of Photostats of the Daily Operating Log for Philadelphia Police Department, radio call letters KKU282, frequency 155-73, for the dates June 16, 17, 21 and 23, 1964, reveal that no traffic pertinent to the case involving the missing civil rights workers in the Philadelphia area or the burning of the Mount Zion Church is noted with one exception.

The exception is that on June 21, 1964 at 10: PM, the following notation appears on the log: "Reported drag racing on State Street, Unit 40 was advised."

There are no other notations on the log which appear to be pertinent to this investigation.

50-190

8/22/64 at Meridian, MississippiFile # JN 44-1by S [REDACTED] :bjmDate dictated 8/22/64



## FEDERAL BUREAU OF INVESTIGATION

Date 8/22/641

[REDACTED] Philadelphia,  
Mississippi Police Department, advised that Unit 40 was  
occupied at 10:05 PM, June 21, 1964, by Officer  
RICHARD ANDREW WILLIS. *b7c*

8/22/64 at Meridian, Mississippi File # JN 44-1

by Sa [REDACTED] *b7c* :bjm Date dictated 8/22/64

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50-192

673  
FBI/DOJ

## FEDERAL BUREAU OF INVESTIGATION

Date July 1, 1964

1

HAROLD BURNIS HOLLEY, Patrolman, Philadelphia, Mississippi Police Department, was interviewed on July 1, 1964. This interview was conducted in the presence of Mr. HERMAN ALFORD, Attorney for the City of Philadelphia, Mississippi, at the request of Patrolman HOLLEY.

At the outset of the interview, Mr. ALFORD, acting in his capacity of city attorney and counsel for Patrolman HOLLEY, advised the patrolman that he did not have to make a statement, that he had the right to consult his counsel before answering any question, and that any statement he made would be voluntary and could be used against him in a court of law.

HOLLEY said that he resided at [REDACTED] Philadelphia, Mississippi. He is employed by the Philadelphia Police Department with the rank of patrolman [REDACTED]

HOLLEY continued that on June 21, 1964, [REDACTED]

He did not go on duty until 4:00 PM, being assigned to the 4:00 to midnight shift. [REDACTED]

On 7/1/64 at Philadelphia, Mississippi File # NO 44-2227

by SA [REDACTED] <sup>b7c</sup> <sub>:mem/bjm</sub> Date dictated 7/1/64 <sup>674</sup>

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502

30-193

NO 44-2227

2

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

all  
b7C  
b7D [REDACTED] continued  
to patrol until about 9:00 PM, June 21, 1964. At that time,  
HOLLEY took over radio duty in the police department headquarters  
and WILLIS continued to patrol in the car by himself from  
9:00 PM to 12:00 midnight. [REDACTED]

[REDACTED]



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50-195

676  
FBI/DOJ

## FEDERAL BUREAU OF INVESTIGATION

1

Date 7/1/64

WILLIAM D. PERRY, Patrolman, Philadelphia, Mississippi Police Department, was advised of the identities of the interviewing agents. Special Agents [REDACTED] and [REDACTED] PERRY stated he would furnish information only in the presence of Mr. HERMAN ALFORD, City Attorney of Philadelphia. PERRY voluntarily furnished the following information in the presence of Mr. ALFORD.

On 6/29/64 at Philadelphia, Mississippi File # 44-2227  
by SA [REDACTED] and SA [REDACTED] sab *b7c* Date dictated 6/29/64

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50-197

NO 44-2227

bjm

1

The activities of the following individuals on June 21, 1964 relating to the arrest, incarceration and release of victims, as reflected by their interviews, is as follows:

534

679  
50-198



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50-199

MEMO

100-100

PAGE 538 omitted

50-200 681

TIME ANALYSIS

EARL R. POE

1:00 p.m.

On duty.

Patrol vicinity of Philadelphia.

3:00 p.m. - ?

Parked Patrol Car on State Highway 16,  
East of Philadelphia.

Observes Victims.

Assists PRICE in arrest.

Transportation of Victims to jail.

Talk with Inspector KING.

Patrol.

Patrol.

Off duty.

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50-202



TIME ANALYSIS

HAROLD BURNIS HOLLEY

4:00 p.m.

Went on duty at Philadelphia Police Department.

4:10 p.m. - 8:00 p.m.

8:00 p.m. - 9:00 p.m.

9:00 p.m. - 12:00 Midnight

Takes over Radio duty at Philadelphia Police Department.

12:00 Midnight

12:05 a.m.

HOLLEY relieved and goes off duty.

550

all  
b7C  
b7D

50-203 634

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50-204

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TIME ANALYSIS

WILLIAM D. PERRY

4:00 p.m.

[REDACTED]

4:10 p.m. - 4:30 p.m.

[REDACTED]

4:30 p.m. - 5:00 p.m.

[REDACTED]

5:00 p.m.

[REDACTED]

TIME ANALYSIS

MINNIE LEE HERRING

[REDACTED]  
PRICE brings in 3 Victims.

6:00 p.m.  
[REDACTED]

6:30 p.m.  
[REDACTED]

7:00 p.m.  
[REDACTED]

8:30 p.m.  
[REDACTED]

10:30 p.m.

Victims released. She and her husband  
present.

11:00 p.m.  
[REDACTED]

11:45 p.m.  
[REDACTED]

[REDACTED] brought in COWANS and  
DOMINICK.