Disaster Near Longmont

44 DIE IN AIR CRASH

(Page of photos on Page 10)

Roaring flames consume the remains of a 4-engined United Air Lines DC-6B which exploded in mid-air, crashed and burned near Longmont Tuesday night, killing all 44 persons aboard. In this dramatic picture, an engine assembly is being devoured by flames which light up the area.

—Rocky Mountain News Photo by Bill Panery.
44 Killed in Airliner Explosion

LONGMONT, Nov. 1-A United Air Lines 4-engine DC-6B mainliner exploded and practically disintegrated in mid-air Tuesday night above rolling farmlands just east of Longmont.

All 44 persons aboard the big plane, which had taken off only 18 minutes earlier from Stapleton Field, were killed.

The tail section of the plane, the part that had blown off, was found more than a mile from the main part of the fuselage that had landed on the ground.

Parts of the debris dig holes 10 feet deep in the ground where they fell.

TELEPHONE ROAR

Witnesses said the plane exploded with a tremendous roar, followed by a huge ball of flame and smoke. The explosion hung in the sky for several moments before extinguishing itself.

The plane was on its way to Denver with 38 adult passengers and a baby, and a crew of six.

Nineteen of the passengers, four of whom were Denverites, boarded the plane at Stapleton.

U.S. officials said the crew, all trained by the 14 persons aboard included: the captain, Capt. L. H. Hales; first officer, S. F. Arthur, pilot-flight enginee; co-pilot, S. H. Coursen; and Misses Peggy Peddicord and Jacqueline Hines.

The plane was scheduled to leave at 6:30 p.m. U.S. officials said it had left Denver at 6:45 p.m. The plane was en route to Chicago.

Pieces of the wreckage still continued two hours after the crash.

Mrs. Hallie Brubaker, a tenant on the 100-acre farm field, said she and her husband, Jack, were eating dinner when they heard the explosion.

They rushed to the window and saw the flaming ball of wreckage settling down on the farm.

"I looked for a minute like the main part of the plane was going to hit our house," Mrs. Brubaker said. "We just stood there scared to death. It landed a few yards away."

CROSSED RIVER

The explosion, apparently occurred just as the plane crossed the St. Vrain River, about 1 1/2 miles from the Hall farmhouse.

The tail section landed in the river near Longmont.

William Trimble, chief of the Longmont fire department and one of the first on the scene, said there were nine bodies lying near the plane.

The rest of the bodies were scattered over the farm.

U.S. officials in Denver said the plane should have been flying at 13,000 to 15,000 feet the point where the explosion took place.

The crash site was only a mile east of U.S. 37, the North Washington Road, and less than 1000 yards north of State Highway 66.

CALLED JAM WIVES

Police Chief Kenneth Cunningham of Longmont said his office was alerted with a phone call, reporting the crash, with in minutes after it occurred.

The chief summoned the State Patrol and notified Weld County officials after sending a truck to Longmont police and firemen to the scene to give assistance in the rescue.

A few minutes later, a patrolman radioed back that "no undamaged are necessary."

The five persons on the scene were rescued and all had been recovered by midnight.

However, Jack Meyer, assistant general manager of U.S. operations and head of the rescue work.

(Continued on Page 10)

Scene of Death and Horror Under Flickering Flames

By Jack Garske
Rocky Mountain News Writer

LONGMONT, Nov. 1—Flames leaped fiercely against the night sky. They lit a scene of death and horror. A three-quarter-of-a-mile stretch in a grove of ink-stained carcasses of vehicles. A few feet away, a hand was clenched in a fist but there was no arm other than the hand.

Hundreds of persons milled around in the beaked field between Longmont and Plattville. There were certain things to do-cover the bodies, make little boxes of the victims, and stretch the flames of the blazing wreckage. Before the sun set, the most part they stood around in quiet, asking questions, seeking information.

IDENTIFICATION DIFFICULT

They weren't sure what they were doing. There wasn't enough light to identify the bodies. They couldn't even be sure of the plane.

There were 44 according to the United Air Lines. There were 44 according to the North Central-bound plane that had taken off just minutes before.

There were 44 pieces of debris that had been found on the ground.

The one of the debris had been found in the first few feet of the first two pieces. The second was two feet away from pieces. The third was eight feet away from the first two pieces. The fourth was 15 feet away from the second piece.

For this was no crash of a small plane, of a small aircraft. This was the crash of a large mainliner.

Wreckage scattered

The explosion that shredded the plane had torn through the main body of the wreckage and bodies fell with them.

The path of destruction was strewn with a large proportion of the wreckage and bodies. It was moving toward the town and finally it limped in a muddy field. The main part of the plane had landed in a muddy field. The main part of the plane had landed in a muddy field.

Two fire fits

A little farther along was a thin stream of petrol. The plane had hit the ground and burst into a black smoke. A ball of smoke rose fanning toward the east of the trail. And finally it exploded in two fiery jets where the main section of the plane had landed.

They had burned fiercely, consuming themselves and their cargo, and washing 10-foot deep, seethiing rivers into the scoured land. The remnants came pouring in as far as 30 miles away.

Many had seen the trail of fire in the sky. One of the nearest persons was a school teacher. The other was a photographer. And finally it exploded in two fiery jets where the main section of the plane had landed.

Cares JAM ROADS

A Lowry Air Force Base helicopter passed back and forth along the road. The rear section of the plane had landed in the river.

Auxiliary police were summoned from as far away as Denver.

John McNeil, Plattville night marshal, gazed helplessly at the blanket-covered bodies. One of the bodies lay in the street. Another was in the air. The third was in the water. The fourth was on the road. The fifth was in the river. From fences surrounding the area, the smoke piled high. A car, a truck, a tractor, were engulfed in smoke. Flames leaped fiercely against the night sky.

Officials tried to keep the curious away. They stationed guards at every turn-off. The guards worked hard to keep the spectators from driving right up to the smoking wreckage. But they were in the wrong place.

And here were the unauthorized. Literally thousands of cars roared on the winding dirt roads leading to the crash site, the nearest highway. Whole families occupied cars-some with young children in night clothes and blankets. They stood by, helplessly watching the flames leaping high and low and burning brightly.

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Will Probe Longmont Crash

UNITED HIRES BLAST EXPERT

—STORY ON PAGE 5

Keeping a Silent Vigil

Pvt. Larry Vaughn, Longmont national guardsmen, keeps silent vigil at sunset Wednesday over the tail section of a United DC-6B Mainliner which crashed 32 miles north of Denver Tuesday night, killing 44 persons.

Hitler's Private Life Article on Page 19 Today

U.S.A.—The Big Story Looks at Kansas City

—STORY ON PAGE 70

Thursday Is Big Day For Downtown Shoppers

Thursday is the semi-annual "Downtown Value Day," sponsored by the Denver Retail Merchants Assn. Tens of thousands of bargains will be offered on this ONE-DAY event.

Downtown stores will be open from 9:15 a.m. to 9 p.m., and free bus rides to the downtown area will be the order from 8:45 a.m. until noon through arrangements with the Tramway Corp.
**U AL Hires Blast Expert to Probe Crash**

BY LEO ZUCKERMAN

Rocky Mountain News Writer

United Air Lines announced Wednesday that it had hired an explosives expert to probe the mystery of Tuesday night's air disaster near Longmont as all evidence indicated the huge DC-6B mainliner exploded in mid-air.

The 44-passenger plane was on its way to New York, carrying federal and state officials, when it crashed near Longmont, killing all 44 persons aboard.

W. A. Patterson, president of United, announced that "all evidence shows strongly that this accident resulted from an explosion in the air." Determination and responsibility for the accident are beyond the authority of United Air Lines alone.

Patterson said the investigation was being conducted by the FAA, and that preliminary findings would be made available to the public.

**U AL Expert and Investigators**

The FAA experts have been working on the site of the crash. The preliminary findings indicate that the explosion was not caused by any mechanical failure.

The cause of the explosion is still under investigation, and it is expected that a final report will be available in a few days.

**Smiling Charlie' Claims Ex-Wife Involved in Holdup**

By DAVID STOLBERG

Rocky Mountain News Writer

O. E. (Smiling Charlie) Stephens, Colorado gambling king, testified Thursday for the first time in the tax trial in the Postoffice Buildings. On Wednesday, he said that he had held up a woman in mid-January 1947, that he was arrested, and that he shot the woman in self-defense.

The holder of the gun was said to be a "badgered" man who had held up a woman in Denver on Nov. 29, 1940.

**Gambling King Names Former Dishwasher, Mate**

D. A. White...first officer

Capt. Lee H. Hall... pilot

In a bomb case involving a former dishwasher, Mr. and Mrs. Stephens were arrested Thursday in Denver. The woman, who was said to be a "badgered" man, had been arrested in Denver on Nov. 29, 1940.

**Time to Smite?**


Judge Craig C. Atkins ruled that the use of the nickname is not improper and that it is not subject to official document usage.

**Stephens Tells Story of His Life**

The owner of the "Smiling Charlie" ranch, located in the foothills near Denver, told the court that he had been a dishwasher for many years and that he had never been in any trouble with the law.

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Sabotage Rumors Grow

FBI ENTERS PROBE OF AIRPLANE CRASH

King Winter, Mother Nature Join Talents

Continental Divide Garbed in White

King Winter and Mother Nature joined talents Friday to give city and state officials this beautiful picture of the Continental Divide. The Joint Legislative Committee on Water Resources was the guest of the Denver Board of Water Commissioners on a special aerial survey of the Denver watershed. The winter's first snows already have garbed the rugged Rockies with a white mantle. The picture was taken from the chartered Braniff Convair as it soared high over the Divide on its return trip to Denver.

-Rocky Mountain News Photo by Dick Davis.
CAB Is Investigating Possibility Of Sabotage in United Air Crash

By REVA CULLEN
Rocky Mountain News Writer

The chief of the investigation division of the Civil Aeronautics Board said Sunday, "We are investigating the possibility of sabotage in the crash of the United Air Lines DC-6B near Longmont Tuesday."

James N. Peyton, who arrived in Denver Sunday to head the continuing investigation, after spending four days on the wreckage site in a sugar beet field, said: "We have found some things that appear unusual and are investigating the possibility of sabotage."

Peyton would not elaborate on what the "unusual" things were, other than to say, "There's nothing outstanding, but they do appear out of the ordinary.

PROBE CONTINUES

Approximately 120 of the 150 investigators who were called to Longmont immediately after the crash have moved to Denver Sunday to continue the probe.

Parts of the wreckage have been moved to a hangar at Stapleton Field. The other 30 investigators will remain at the accident scene to examine the nose section, engines and propellers of the huge Douglas Mainliner, and interrogate witnesses, Peyton said.

These parts were dug out of the ground Sunday, and preliminary examination confirmed Saturday's announcement of an absence of mal-function.

W. A. Patterson, president of United, flew into Denver Sunday from Los Angeles where he had just signed a contract for 28 Douglas jet airliners.

He would not talk to reporters. A UAL official said Patterson "probably would stay in Denver until something is determined about the cause of the crash."

The official indicated Patterson had been expecting CAB's announcement about "possible sabotage."

EXPERT LEAVES

Charles Wilson, head of the Wisconsin State Crime Laboratory and a top explosives expert, who was brought in by United to aid in the investigation, returned to Wisconsin Sunday.

UAL said it would keep in touch with Wilson, and that the FBI is continuing the sabotage investigation.

However, W. W. Burke, special agent in charge of the Denver FBI office, repeated his agents will not enter the investigation until they receive a formal request from the CAB.

FBI laboratory technicians were called in from Washington to help identify the victims. Peyton said the FBI laboratory is being used to examine effects and clothing of the 44 persons killed on the DC-6B, and to examine some of the wreckage.

Although no signs of mal-function have been discovered, they could still turn up, Peyton said.

RUMORS KILLED

He also scotched rumors that the ill-fated plane was flying at low altitude. Several eye-witnesses to the explosion have described the plane as flying at 1500 feet over Longmont, rather than at the assigned altitude of 18,000 to 20,000 feet.

But Peyton said he "was satisfied the plane was at approximately 11,000 feet and climbing when the explosion occurred."

C. E. Stillwagon, CAB investigator from Kansas City, said he had interviewed residents of the Longmont area who saw the DC-6B in flight, and "I'm satisfied the plane was cruising at about 11,000 feet."

Stillwagon said he will stay in Longmont for several days and continue to interview witnesses to the crash. He predicted the Denver investigation might last a "couple of months."

UNION HELPS

The CAB and United said they had heard nothing about the possibility of the CAA grounding DC-6s, DC-8s and DC-7s.

Participating in the continuing investigation are personnel from the CAB, Civil Aeronautics Administration, UAL, Douglas Aircraft Co., and the flight engineers union which is on strike against United.

'They Thrive on Travel'

Ever since Marco Polo came home from the Indies, the seams of his cloak stuffed with precious gems and rare spices, travel has represented high adventure.

When it comes to travel to exotic places, Denverites don't take a back seat to anyone.

For a visit with some of the Denver residents who have really gone places, follow the series of articles in The Rocky Mountain News by Morton L. Margolin.

You won't want to miss any of the series, "They Thrive on Travel," beginning Tuesday.
Bomb Explosion
Evidence Found
In Plane Crash

By REVA CULLEN
Rocky Mountain News Writer

A Civil Aeronautics Board investigator Monday said he had discovered evidence of a "bomb-like explosion" in the crashed near Longmont last Tuesday, killing 44 persons.

James N. Peyton, chief of the CAA's investigation division, described the No. 4 baggage hold of the Douglas Mainliner as "shattered."

"The sidewalls of the hold were pushed out and the floor was in pieces," he said. "It is a bomb-type explosion."

He said the baggage stored in the No. 4 compartment had an acrid smell, "like gunpowder, or an exploding firecracker." This was only one example of the acrid smell discovered on parts of the wreckage, according to Peyton.

He said he was not ready to announce what part of the plane the explosion occurred.

"There has been no evidence of mal-function, and the rumors of metallic fatigue being responsible for the accident are not true," he said.

Peyton once more denied that any trace of nitroglycerin had been found on the clothing or effects of the victims.

PLANE BEING REBUILT
The wreckage of the plane which has been recovered from the sugar beet field near Longmont has been brought to a hangar at Stapleton Field, where it is being reconstructed into a model of the original airliner.

A small part of the wreckage, along with the clothing and baggage of the passengers, is now being examined in the FBI laboratory in Washington.

There had been rumors earlier in the Washington publication of the American Aviation Daily of a "bomb-type" explosion in the DC-6B.

Meanwhile, the United Air Lines fuel supply in all major cities on its system except Denver will be practically cut off by the middle of the week, the striking flight engineers predicted.

A local official of the teamsters union said members had been instructed by their national headquarters to give full support to the 2-week-old engineers' walkout. This means that union teamsters will not haul gasoline across the picket lines to United.

Denver will not be affected, according to the union, because UAL gasoline is brought to Stapleton by non-union truckers.

United, however, said they did not anticipate any difficulty in obtaining gas supplies for their flights anywhere on their system and added "we don't anticipate any gas shortage."

A company spokesman also said United for a 24-hour period Sunday night and Monday flew all of its scheduled 262 flights.

SUPPLY STOPPED
The engineers union said the fuel supply to United at Chicago's Midway Airport and at the Newark Airport was stopped on Sunday.

But the engineers said that by Wednesday fuel will not be brought into Seattle and San Francisco United terminals, and it may be entirely shut off in the New York area before that.

Their statement that six planes on non-stop flights from the West Coast to Chicago stopped in Denver early Monday because of gas shortages on the West Coast also was denied by UAL.

The airline said only one plane had made a non-scheduled stop during that period, and that was because of weather.

FULL SUPPORT
George Purvis, regional teamsters union official, stated that local teamsters have been giving the strike their full support since it started on Oct. 23. In Denver it means that teamsters have not hauled air freight for United.

Since the crash of the DC-6B near Longmont a week ago, United has tightened its inspection of air freight before shipment.

The day after the plane exploded in mid-air, killing its 44 passengers and crew members, all United stations received an order
UAL POSTS $25,000 AIR BLAST REWARD

Godspeed, Ike and Mamie!

DEAR MR. PRESIDENT:

So long—and Godspeed to you and Mamie! In the past, when we have said this, we have always added: We hate to see you go. But this morning another and deeper emotion is crowding in on us. When we watch you walk from the limousine at Lowry Field, across a space of earth and climb the steps into the Columbine, our hearts will ring with gratefulness.

You are well again—or at least almost well. And you look just fine. Our prayers have been heard.

On the morning of Sept. 24 when it was announced that you had suffered a heart attack, a chill went through the city and was felt in the farthest village of the world.

Our first reaction was one of stunned disbelief. This could not have happened to our neighbor and our President.

But as a realization of the truth began to dawn, we knew that something enormous had come to pass in our midst. And the only role that we could play was one of patience and prayer and carrying on as citizens.

There were many words that were deeply felt and left unspoken as we thought of you in the bars tower room at Fitzsimons Hospital.

The ensuing days were days of increasing hope and cheer.

Through the accurate bulletins from Press Sec. Jim Hagerty, through the words of our favorite doctor, Paul Dudley White, we have watched your gradual progress on the road back to health.

We have been watching you every step of the way—from your first venture beyond the sick bed until this morning. And this morning all our dreams will come true as we see you walking again under the Colorado skies, a friend ending another visit with us.

Godspeed, Mr. President!

In a few weeks you will be back at the Big Desk in Washington—the biggest desk in the world. And as you reflect on your experience in Denver we believe it will not be with a feeling of regret but with one of joy and satisfaction.

For from your hospital bed you watched an American government function smoothly and efficiently through the organization you had established. And you saw a world in a reasonable state of peace through the leadership you had exerted.

A great editor, Edward Sanford Martin, once wrote:

"It is an awesome calling to be a world leader... World leaders especially have need to sit apart, from time to time, and rest and look on at the world in continuous performance."

Through the command of a heart attack you have had to rest and look on at the world. In your busy life this is probably the longest period of lonely contemplation that you ever have experienced. And what you have learned through this lonely contemplation may easily prove to be your greatest strength in the active days ahead.

So... goodbye. Mr. President. And Mamie, do take care of him as you always have done in every war he has fought.

Sincerely,

THE ROCKY MOUNTAIN NEWS

MORE ABOUT IKE ON PAGE 14

Mamie Views New Painting At Hospital

Mrs. Dwight D. Eisenhower congratulates Pfc. Albert T. Beinar of Worcester, Mass., on his painting of Lt. William T. Fitzsimons, World War I medical officer. The artist Thursday presented the painting to Fitzsimons Army Hospital after whom the hospital is named.

Disarmament Plan Vetted By Russians

—STORY ON PAGE 3
PLANE DYNAMITING IS CONFESSIONED!

Denver Youth Gives Details on Killing Mother and 43 Others for Her Insurance

MORE PHOTOS AND STORIES ON PAGES 3, 5, 6, 11, 13, 14, 32, 34 AND 86

Mrs. Helen Ruth Hablutzel of Anchorage, Alaska, wrings her hands nervously as she hears her brother, John Gilbert Graham, being charged with blowing up a United Air Lines plane. Among the 44 killed was Mrs. Bessie King, Mrs. Hablutzel's mother.

John Gilbert (Jack) Graham, Denver restaurant operator, is led to jail by U.S. Marshal Oscar Crist, right, Monday after he confessed to setting dynamite time bomb that killed his mother and 43 others on a United Air Lines plane which exploded near Longmont Nov. 1.
Dynamite Killed His Mother and 43 Others
Denver Youth Gives Details Of How He Blew Up Airliner

By DAVID STOLBERG
Rocky Mountain News Federal Reporter

A young Denver drive-in operator admitted he tied 25 sticks of dynamite together to make a bomb that exploded a United Air Lines plane near

John Gilbert (Jack) Graham confessed in dispatch detail to a tragically successful plot to get rid of his family, and 43 other passengers on it.

The tall, muscular youth told how he fashioned a dynamite of maneuvering his family so that he could kill the death his mother's suicide, and of how he dallied over dinner at S Field until word of the crash came.

He said he set the bomb to get his mother's $37,500 insurance.

Looking younger than his 23 years, Graham discussed the calmer. His features were pale except for a slight flush at high cheek bones. His blue eyes showed traces of recent tears. But they remained dry while he talked.

Graham did not reply when asked whether he felt remorse of the deaths of the 43 persons whose lives were lost with his family in the flaming crash.

Carefully Planned Plot

Graham said he collected parts of his bomb on Oct. 18 or included 22 sticks of dynamite—an 80 percent-cast—22 percent-cast—22 percent-cast, and two dynamite caps, each containing eight feet of wire.

He said he put the material in a 50-pound box, concealed under a blanket in the trunk of his 1951 Plymouth mobile.

Graham said he did not remove the bomb until "5 on Nov. 1," after he autographed it, his mother, Mrs. Mike E. King, 60, and 25-year-old son, Allen S., were from their home W. Mississippi Ave.

Graham said his mother wanted to store the car, a 1955 Buick at the Denver Motor Hotel, 1242 Stout st., where he was fresher in Alhama.

Mrs. King was en route to Portland, Ore., when the plane of Mrs. King was on its way to Washington, D.C., for a short visit with her daughter, Mrs. Helen Ruth Hadafeldt.

Graham said that as soon as his family left, he transited dynamite sticks and caps to a paper seat.

"I then wrapped about three or four feet of binding cord on the dynamite sticks to hold the dynamite sticks in place and

Bred our editor, "Solution to the Air Crash," on a page and cut

leaves the wires which were attached to the dynamite tending out of the paper sack.

Graham said he had put one of the wires through the trunk and connected it to a battery pole. The other wire from the battery, Graham said, was tied directly to the same wire.

Graham said he hooked wires from the remaining caps to the same wire to the battery.

"The purpose of the two caps," he said, "was in case one cap failed to function and ignite the dynamite."

Graham said he set the bomb to explode in 30 minutes, if time allowed him by the timing device.

He said that when the 90 minutes were up, "I knew the wire to the battery which was broken by it would be closed by the mechanism."

This would detonate the dynamite.

Placed Bomb in Suitcase

Graham said he unpacked part of the contents of the mother's large suitcases and replaced them with the bomb.

"1 placed the suitcase in the trunk of my car with a smaller suitcase and a briefcase which my mother had packed on her trip," Graham said.

He said he drove to a garbage dump at W. Alameda and Federal blvd. and bought two olive-colored rubber bags.

Graham said he picked up his mother, wife and son at the Denver Motor Hotel then, and drove directly to the airport.

He dropped his family off at the terminal, and then parked a block away.

At the parking site, Graham said, he bound the large with the web straps. He said he carried all the luggage to the terminal, then walked about 30 feet away while she got it onto the fatal flight.

"After my mother had finished checking the luggage," said, "my wife and I went in the same cabin car that had been to the terminal, and then she heard in the cabin car stop.

"We were in the coffee shop for approximately one hour, after leaving the cabin car, and there was an announcement that there was "a crack of an airplane about 40 miles out of Denver.

"Later on that evening, after my wife and I had returned home, Graham said, "We heard the radio . . . that all passengers aboard had been killed."
This is the $35,000 Crown-A Drive-In at 581 S. Federal blvd. which John Gilbert Graham operated jointly with his mother, Mrs. Daisie E. King. The restaurant has been closed for repairs since Sept. 5 when the interior was wrecked by an explosion. The cause was reported as an accumulation of gas.

—Rocky Mountain News Photo.
Mass Murder Charges Could Be Filed in Blast

Mass murder charges against John Gilbert Graham, 23-year-old Denver father of two, may be filed in Denver District Court in the death of 44 United Air Lines persons Nov. 1 in an explosive Longmont.

Graham was arrested by a crack team of FBI agents at 12:18 a.m. Monday as he was going to bed in his home at 2650 W. Minnesota Ave.

The dark, handsome Graham broke down at his arrest questioning and made a blaze statement confessing the fantastic bomb plot.

One of the 10 children of the Graham's mother, Mrs. Daisie E. King, 54.

**SIX POLICIES**

Graham said he bought six insurance policies, at $21 each, valuing her life at $27,500 before he placed her on United Flight No. 629.

Ironically, Graham could never have collected any of the policies had he lived, because the cause he failed to have his mother sign the stilet-machine policies before the flight was announced.

Graham also was in line for a one-fourth share of his mother's estate, tentatively valued at $150,000.

The plotter is the father of two small children, Allen, 2, and Susan, 8 months. They and Graham's younger siblings were taken into seclusion before his arrest was announced.

**NORTH OF DENVER**

The dramatic arrest and confession brought to light the nation's first national explosion more than two weeks of investigation into the little known case of the nation's fifth-largest airline, which was a part of a giant explosion 11,000 feet above the ground.

The same children were shocked Monday afternoon when they received a fantastic bomb plot which scored not only on his mother's life but on the lives of others.

Mr. Turner, 25, operator of a gas station near Graham's restaurant, the Crown-A-Drive-In at 381 S. Federal Blvd., said that the children were sure popular with the kids around here.

**CONES FOR KIDS**

"He used to sell them 10-cent for cream cones," Turner said.

Turner said his business neighbors always appeared very calm.

"He seemed like a happy, intelligent guy. Sometimes he complained about being noisy but he never got unhappy. He always seemed to want to get ahead."

Graham's restaurant, which was built by Mrs. King for an estimated $35,000 last spring. She said Graham told her he planned to move the business on lease from his mother.

**NEIGHBORS**

Near Graham's momed, 2650 W. Mississippi Ave., told of repeated examples of marital gifts to 23-year-old Graham. The couple was married in 1950.

**ETIRE AMOUNT**

G. C. McCord, general contractor who built the Graham home and lived in the same house, said: "Graham was a fine man. I was able to keep the entire lot for $100 last spring.

"The children were Allen, 20 months, and Susan, eight months. Two of the children were in seclusion Monday at the home of relatives. Mrs. Garcia was staying with Allen in a house in the care of a family doctor."

**TRIEST HOUSE**

The disorder of their home is described by neighbors as tragic. Trees littered the living room floor, abruptly deserted when the family moved to seclusion. Sunday's newspapers were strewn over the floor.

A ping pong table in the pantry was used by the children and would have been thought of by any family.
Here are some of the other gruesome air murder plots in recent history:

John Gilbert Graham, confessed saboteur of a United Air Lines plane which crashed and killed 44 persons on Nov. 1, paid $1.50 into this insurance machine, or one like it at Stapleton Airport, just before his mother boarded the fatal flight. He named himself as beneficiary of $37,500 insurance on her life. Graham was also slated to get a one-quarter share of his mother's $150,000 estate.

—United Press Photo.
Did an explosion which
rocked the Crowne Plaza, 5th
Floor, May 13th mark the first attempt by
John Gilbert Graham on the life of his mother, Mrs. Delores King?

Denver police Monday said
the answer to that question had
them stumped.
Only the 22-year-old Graham,
who admitted planting a bomb
in a United Air Line plane
which sent his mother and 43
other persons to their deaths
Nov. 1, has the answer. And
he hasn't as yet been questioned
further on the first explosion.
The gas explosion in the cafe,
operated by Graham and his
mother, took place at 12:00 a.m.
—only 90 minutes after Graham
closed the establishment for the
night.
Fire and Police Department
reports indicated that some
one had entered through the
rear door—it had not been
feared—and disconnected a cou-
pper gas line.
Graham told Detectives Don
Stallings and Charles Clark at
the time that $2 was taken from the
establishment.
The detectives said the only
conjecture was that a burglar,
disgusted at the small amount of
 loot, disconnected the line in
revenge—"It was a screwy idea
but we had no other lead to go
on."
The gas was ignited by a pil-
s light on a gas heater. The blast
blew out the windows in the
driven and seared the interior.
"The whole thing didn't seem
correct," Clark said. "A burglar
doesn't take that kind of re-
venge. Graham told us that se-
veral of his ex-employees had keys
to the back door and we checked
them out but found nothing."
Graham told the officers that
he was sure the gas line was
connected when he left. But he
added no further details.
There was conjecture Monday
that Mrs. King was to have
opened the cafe the morning fol-
lowing the explosion. The pos-
sibility existed that Graham
might have figured the explo-
sion to occur when his
mother lit the stove.
However, the detectives said
the investigations showed that
Mrs. King seldom worked—es-
pially mornings—at the drive-
in.
Reports of the investigation of
the explosion were turned over
to the FBI.

Goin' to Symphony Ball

Mayor Will Nicholson and Mrs. Nicholson are shown buying
the first tickets Monday to the eighth annual Denver Symphony
Ball from Mrs. Henry Van Schaack Jr., right. The Symphony Ball
ticket box opened Monday in the Brown Palace Hotel lobby. The
benefit will be Dec. 3 in the Brown Palace with proceeds going
toward support of the Denver Symphony Orchestra. Music will be
furnished by the orchestra, the Erle Lawrence Trio and Lou
Morgan and his orchestra.

Review Refused
In Marriage Case

WASHINGTON, Nov. 14—(AP)
The U.S. Supreme Court re-
fused Monday to rule on the con-
stitutionality of state laws which
prohibit marriages between white
and non-white persons.
The court sent a test case back
to the Virginia Supreme Court on
grounds that the record was in-
ceptive. The state court had up-
held the validity of Virginia's
immigration law.
Another trial will now take
place in Portsmouth, Va. Then
the case undoubtedly will be ap-
ppealed to the U.S. Supreme Court
again. Twenty-seven other states
have similar laws.
In another action dealing with
race relations, the high court left
standing a lower court decision
which forbade Oklahoma to list
the race of Negro candidates on
election ballots.
The Supreme Court rejected
Oklahoma's appeal in a brief
order.

EXCLUSIVELY AT ZALE-LEE'S IN DENVER

FAMED FOR GOOD SHOES
SINCE 1918

WE HAVE THE
CLINIC SHOE
FOR YOUNG WOMEN
IN WHITE

The Moccasin
8.95
Goodyear welt
soles
White calf...

SMIRNOFF.
Smirnoff is tomato juice...
It leaves you breathless.

---

A FASHION STAR IS BORN

THURSDAY'S THE DAY

NEW LECOTTLRE
ATMOS
ATMOS
PERPETUAL MOTION
市政府
$9950

RARE is the gift which would be as welcomed
received—or cherished for as many happy years—
as this new model of the world-famous ATMOS.
This amazing clock is never wound by hand or
electricity. It runs silently, accurately, year after
year, powered by virtual perpetual motion—the
unfailing daily changes in the temperature.

Never before has a genuine ATMOS Clock sold for
less than $100—now, for the first time, you may
buy and give ATMOS this Christmas for

ONLY $99.50—including Federal Tax
A YEAR TO PAY! NO CHARGE FOR CREDIT!

America's #1 DIAMOND BUSINESS

ZALE-LEE Jewelers
Survivors of Fated 44 Shocked by Confession

A team of crack FBI agents arrested John Gilbert Graham shortly after midnight Monday as he prepared to go to bed in his home above 2650 W. Mississippi ave.

—Rocky Mountain News Photo.

Shocked incredulity was the reaction of relatives and friends Monday to the disclosure that 44 persons had died—victims of the most cold-blooded death plot in the history of the air age.

Yet none of them would condemn the perpetrator of the plot. With memories still fresh of the mangled bodies strewn over an autumn-bare beetfield in Northern Colorado, survivors could scarcely believe that the disaster had been deliberately planned.

Herbert A. Scofield of 2289 Grape st., strove to repress his bitterness.

His daughter, Sally Ann, 24, a United Air Lines stewardess, was aboard the doomed plane on a vacation flight to the Northwest. She was to have been married next month to Robert Price, a United co-pilot.

"There's no use talking about what should be done to the man who planted the bomb," he said. "Nothing can bring them back now. The death penalty is probably too good for him. I'd just like to be sure that he's put where he can't hurt anybody else.

"I only hope I don't become bitter. That won't do any good."

Charles Guempel of 140 S. Glencoe st., who lost two friends and business associates in the crash, declined to pass judgment. Guempel, regional manager for Oldsmobile, had been host to James Straud and Carl F. Deist, company officials, during a sales meeting here.

INCONCEIVABLE

"I'm not a believer in capital punishment," he said, "and I wouldn't presume to pass on a matter of life or death. But I certainly feel that he should be confined where he can never do any more harm.

"It's just inconceivable that anyone could do such a thing."

A close friend and coworker of Barbara J. Cruse, 23, of 1240 Hanover st., Aurora, another stewardess who died in the explosion, refused even to discuss the catastrophe.

DON'T THINK ABOUT IT

"It's just too horrible," she exclaimed. "We don't even let ourselves think about it."

From a victim's survivor there came no expression of condolence, abhorrence or stunned surprise. John Gilbert Graham's mother, Mrs. Daisie King, was killed in the blast.

He planned it that way.
Yule Gift Remark Leads to Arrest

HERE IS HOW FBI NABBED DYNAMITER

* * *

Son Killed Her and 43

The Rocky Mountain News learned Tuesday that a chance remark about a unique Christmas gift led to the arrest of John Gilbert (Jack) Graham early Monday in the bomb-plott massacre of 44 persons aboard a United Airlines plane.

Lakewood neighbors of Graham's in-laws, torn between the ties of friendship and a sense of responsibility to society, reluctantly told FBI agents about the remark Friday, eight days after it was made to them.

Graham confessed the bizarre scheme for insurance after his seizure by FBI agents as he was preparing to retire for the night at his home, 2650 W. Mississippi Ave.

One of the victims was Mrs. Daisie E. King, Graham's 84-year-old mother. She insured her life for $37,500 after escorting her to the fatal flight.

Yule Gift Brings Spotlight

The News learned that federal agents first focused their full attention on the slender, youthful father of two after learning of the Christmas gift.

The gift was a jewelry-making tool which Graham told relatives he had purchased after a day-long search through Denver shops on Nov. 1, the day of the explosion.

Graham was described two days after the crash as being heartbroken because he had hidden the gift in his mother's luggage to surprise her when she reached Alaska. She was flying there to visit a daughter.

Mrs. King, who made costume jewelry for her family and friends, had wished for the tool for some time.

Graham was described as being despondent out of a sense of guilt "for failing to make his mother's last hours happy by not giving her the present before she left Denver."

The FBI went into action as soon as it learned Graham had opened his mother's packed suitcases in order to insert the surprise gift.

Graham confessed Monday to concealing his homemade time bomb of 25 dynamite sticks in the same luggage.

Crime Record, Pampered

Information about Graham's criminal record and reputation for being pampered by his wealthy mother undoubtedly confirmed official suspicions.

The chance remark was made to neighbors as early as Nov. 3, two days after the crash, by Mrs. Roy Elson of 330 Allison St., Lakewood, Graham's mother-in-law.

In addition to the gift, Mrs. Elson revealed:

1. Graham claimed he had a premonition of his mother's death before word of the plane explosion reached him at Stapleton Airport.
2. The premonition was accompanied by violent illness, during which he went to an airport men's room and "had to throw up."

In his confession Monday, Graham described how he, his wife Gloria, and their 20-month-old son Allen dined in the Airport coffee shop. He said they remained there a full hour before overhearing a cashier remark that a plane that had crashed north of Denver.

Several men in the small Lakewood subdivision were told by Elson's revelations by their wives on the evening of Nov. 3.

Beginnings of Suspicion

They told the News Tuesday their suspicions were born then, a full week before the possibility of sabotage was voiced by investigators.

One explained that "we just didn't think Jack reacted to the tragedy like most men would. Who ever heard of a man having premonitions like that?"

The neighbors at first denied any part in helping the FBI crack the historic case when questioned by a News reporter, but finally agreed to reveal their story.

The women involved showed the same reluctance in talking to federal agents. They withheld the information a full week and only then discussed the case after their husbands notified authorities of their knowledge.

Night of Soul-Searching

One housewife told of a sleepless, soul-searching night during which she refused to become a tattle-tale despite husbandly pressure.

"I simply could not do it," she said Tuesday. "The Elsons are wonderful people and I wanted to be the last person on earth to do anything that might harm them."

Her husband's insistence that "if there was sabotage and it goes unpunished, crackpots all over the country would be bombing planes," failed to convince her, the housewife said.

Her husband said he finally solved the dilemma by telephoning Denver FBI headquarters in the New custom House on Friday morning to suggest that "they talk to my wife."

(Continued on Page 5)
**Yule Gift Remark Leads to A**

**HERE IS HOW NABBED DYN**

* * *

**Son Killed Her and 43**

This is a late photograph of Mrs. Daisie E. King, 54, who was the victim of an insurance plot by her son, John G. Graham, 23, which ended in her death—and 43 others—on a United Airlines plane Nov. 1.

The Rocky Mountain News learned about a unique Christmas gift led Graham early Monday in the bombing of a United Airlines plane.

Lakewood neighbors of Graham's in-laws, torn between the ties of friendship and a sense of responsibility to society, reluctantly told FBI agents about the remark Friday, eight days after it was made to them.

Graham confessed the bizarre scheme for insurance after his seizure by FBI agents as he was preparing to retire for the night at his home, 2650 W. Mississippi ave.

One of the victims was Mrs. Daisie E. King, Graham's 54-year-old mother. He insured her life for $75,000 after escorting her to the fatal flight.

**Yule Gift Brings Spotlight**

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Mrs. King, who made costume jewelry for her family and friends, had wished for the unique tool for some time.

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In addition to the gift, Mrs. Elson revealed:

- Graham claimed he had a premonition

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5 Below Is Predicted In Wake of Storm

STORY ON PAGE 5
Dist. Atty. Bert Keating Tuesday said he will seek an early trial, possibly after the first of the year, to try John Gilbert Graham on murder charges of blowing up a DC-6B Mainliner, which killed Graham's mother and 43 other passengers Nov. 1.

The 22-year-old defendant moved swiftly in starting the initial action before U.S. Dist. Atty. Donald Kelley turned the case over to Keating for prosecution on state murder charges.

Keating received the full support of the FBI in prosecuting the case in a personal telegram of assurance from J. Edgar Hoover, FBI chief in Washington.

Receiving the case Tuesday, Keating prepared a murder information, had it signed by William A. Patterson, president of United Air Lines, and filed in Denver District Court Tuesday afternoon.

Held in County Jail without bond on the murder charge, Graham is scheduled to be arraigned at 9 a.m. Thursday before Dist. Judge Edward J. Keating.

Kelley said he would turn custody of Graham over to Keating at 8 a.m. Thursday. Although Keating filed murder charges Tuesday, Graham remained in custody of the U.S. attorney's office.

Kelley said the government would hold a formal hearing at the first opportunity.

The information specifically charges Graham with murdering his father, Mrs. Daise E. King, 54, who lived with him at 2650 W. Mississippi Ave.

The information was served to show the offense started in Denver and ended in Weld County near Longmont, 22 miles north of here, where the plane crashed in a beet field.

Arrested by FBI agents early Monday morning, Graham admitted making an infernal machine out of a smokeless gun and 25 sticks of dynamite, and secretly placing it in his mother's suitcase.

Mrs. King was en route to Anchorage, Alaska, to visit a daughter.

The bomb exploded when the plane was 11 minutes out of Denver, killing Mrs. King and 43 other passengers, including a tiny infant.

The suspect, 22-year-old Graham, calmly told how he killed his mother to collect $37,000 in life insurance he applied for shortly before she boarded the ill-fated plane.

Although investigation and solution of the case was carried out by FBI agents and other federal officials, the U. S. attorney said that state prosecution will be carried out because of the more definite laws on murder.

Graham was arraigned Monday before U.S. Commissioner Harold Oakes on two murder charges, which carry a maximum penalty of 10 years in prison.

NO MURDER CLAUSE
Kelley explained that the sabotage laws do not apply to airline pilots, so a murder charge is not applicable in this case.

The federal attorney said Graham will not be arraigned or prosecuted at this time on the sabotage charge, but he will be held against bail along with a $100,000 bond set by Commissioner Oakes.

Keating said he expected to have the case fully prepared for prosecution after Jan. 1, and "will ask the court for some priority in having an early trial."

"I want to try the case as early as possible," Keating said, "because of the long chain of evidence which must be established through witnesses."

AGENTS TO TESTIFY
* These witnesses will include a number of FBI agents and specialists, as well as a number of United Air Lines personnel. The longer the case is delayed, the greater chance of them being transferred to other parts of the country, and it is important they be available.

Keating said he personally will direct all phases of the case "and push for the maximum penalty — death in the state gas chamber."

The district attorney assigned his chief investigator, Ray Humphreys, and investigators Al Simmons and Howard Butefish to the full-time task of gathering evidence and material, and locating witnesses.

United Air Lines officials voiced full cooperation with Keating and assigned D. R. Petty, vice president of operations, to work with the district attorney.

INFORMATION SIGNED
Patterson appeared at Keating's office Tuesday afternoon to sign the murder information against Graham. He was accompanied by Charles F. McErlane of Chicago, United's legal director, and James Kennedy, United's public relations officer.

Interviewed by reporters regarding a $25,000 reward offered by United for apprehension of the saboteur, Patterson pointed out that the reward was for "the arrest and conviction."

"We have no information as to how the FBI conducted its investigation into the case and reached the solution," Patterson said. "It is an FBI matter to release this information."

He said "it is too early to make a statement at this time," on the question of United's liability in the case as it pertained to the other passengers on the plane.

"We want to get this matter (of the murder case) settled before we go into that," he said.

RECEIVES TELEGRAM
Keating late Tuesday received the following telegram from FBI Chief Hoover:

"I want to assure you that the complete investigative and scientific facilities of the FBI are available to you in the handling of the prosecution of John Gilbert Graham."

I am asking my personal representative in Denver to immediately contact you to go over all facts developed to date and render such assistance as is necessary to ensure the fulfillment of justice."

The Denver district attorney also met with two officials of the Mutual Health and Accident Assn. of Omaha, the firm which handles the flight insurance machines at Stapleton Airfield.

It was on one of these machines Graham signed for a $37,000 flight policy on his mother, paying a premium of $150.

The officials, Don M. Madgett, vice president, and J. E. Barret, insurance commissioner of Chicago, informed Keating they would give him the policies made out by Graham.

Some question has arisen as to whether the policies were valid.

These arguments were considered insignificant, however, because of Colorado laws which prevent a person from collecting insurance on another through death by a criminal act of the insured.
Pair Found on Snow-Swept Mountain

CLIMBERS RESCUE LOST FATHER, SON

Wife Visits Dynamiter

ALBUQUERQUE, N.M., Nov. 16—(UP)—Trained mountain climbers early Wednesday rescued an Albuquerque architect and his 5-year-old partially crippled son who were lost in the snow-covered Sandia Mountains near here on a hunting expedition.

The architect, Jason C. Moore, 40, and his son, John, were found in a cabin where they had dug a hollow in the snow and covered themselves with leaves in an attempt to keep warm.

Both were in good condition Wednesday but state police said a “few more hours” and they could have suffered severely.

Lost In Heavy Snow

The two became separated from a bow and arrow deer hunting party Tuesday night when a heavy snow struck the area with flurries so thick Moore said he couldn’t see “more than two feet in front” of him.

After they had lost the other two in the party—Max Flatow and Ray H. Chamberlain—Moore and his son wandered for about five miles near the 11,000-foot crest of the Sandia range looking for the road which they had taken up to the hunting grounds.

Father Protects Son

State police said Moore did not smoke and had no matches to start a fire. His son, who had been struck by polo several years ago and partially disabled became too tired to go farther and Moore scooped out the snow, covered his son with leaves and lay on top of him in an effort to keep warm.

The search party, members of the New Mexico Mountain Club, tracked the pair through the snow until Moore spotted their flashlights and called out to them.

Her face taut and drawn from mental strain, Mrs. Gloria Graham, 22, arrives at County Jail Wednesday night for her first visit with her husband. He is John Gilbert Graham, 23, who confessed planting a bomb on a United Air Lines Mainliner which crashed and killed 44 persons, including his mother.

—Rocky Mountain News Photo by Bill Perry.

New Snowstorm To Hit Denver

—STORY ON PAGE 16

Stores Begin Yule Schedule

Downtown stores have started their holiday shopping season schedule with all stores remaining open until 9 p.m. on Mondays and Thursdays.

With the stores opening at 9:15 a.m., Denverites now have all day to shop downtown. The schedule will continue until Christmas with the downtown stores open on Monday and Thursday nights. The only exception is next week when they will be open Friday night after the Thanksgiving holiday.

The week before Christmas the stores will be open every night, Monday through Friday.

Hitler’s Private Life

—STORY ON PAGE 46
Graham Sullen After Hearing

DYNAMITER CHANGES HIS STORY

Policy Mrs. King Signed

John Gilbert Graham, 23, shackled with handcuffs and leg-irons, sits sullenly impassive while waiting to be returned to County Jail after his preliminary arraignment in District Court on murder charges stemming from the bombing of an airliner which resulted in death for 44 persons.

—Rocky Mountain News Photo by Bill Paery.

52 GI's, Others Killed
As Plane Hits Home

—STORY ON PAGE 8
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—Rocky Mountain News Photo by Bill Perry.
Graham Sullen at Court Hearing

Black-haired John Gilbert Graham, left, stands with head bowed and listens solemnly as Dist. Atty. Bert Keating, standing next to him, confers with Dist. Judge James M. Noland on a court date for arraignment of the confessed plane saboteur. Taking notes on the hearing in front of Judge Noland is George Trenich, court reporter. Graham's arraignment was continued until Nov. 28.

Graham Sullen at Court Hearing

Dynamiter of Plane Changes His Story in First Interview

(Editor's Note: Al Nakkula, Rocky Mountain News writer, interviewed John Gilbert Graham in County Jail Thursday. Nakkula, who has covered many famous cases during 11 years on The News, made this report of his first interview with Graham.)

Br Al NAKKULA

John Gilbert Graham flatly denies planting a bomb on a airliner which killed 44 persons, including his mother. He hints his mother herself might have planted the explosive.

My questions were direct and straightforward. Graham looked straight at me with his penetrating gray-green eyes when answering many of the questions. But when it came to such queries as to whether he had been personally handling explosive material, Graham would turn away or close down in his lap, his heavy lips pursing in annoyance.

Graham, dressed in the gray denim overalls of the jail, sat with his hands folded in his lap in the office of Warden Gordon Ballew.

Q: Jack, I understand the FBI offered you a statement from which you are admitting you planted a bomb on that plane.

A: Yes, I signed a statement. But it's not true. They told me they were going to put my wife in jail and I'd better get it straighten out, myself.

Q: You mean, you used drugs — they kept questioning you until you confessed?

A: Well, they started about noon that Sunday and didn't stop until I signed a confession about 4 a.m. the next morning. Oh, they took me out for dinner once and gave me a drink of water and such...

Q: And you say your story is true, that you didn't plant the explosive material?

A: Yes, I didn't. My mother signed the confession for me, herself, one for my sister and one for me.

Q: How much were they for?

A: I don't remember. There was a feel-up on the machine. Some of them didn't come out. I made three out that were good and two that were too bad because my mother didn't sign them.

A: Did you have a hand in planting the dynamite in the passenger's compartment?

A: Yes, I did. I opened the door for the man and the woman. I only bought some supplies to put around the luggage. The hinges on the luggage were broken. I didn't want to discuss the present.

Q: Did you have a premonition of your mother's death before you had been formally notified of it?

A: I didn't — she had. She called everybody, she could think of before she left.

Q: What do you mean? Who did she call for example?

A: I don't remember. That was in the days previous to the trip. She called quite a few people. Probably Mother had a policy made out by her.

Q: Do you mean your mother might have planted the dynamite in her own suitcase to take her own life and get her name mentioned taking her life?

A: I don't answer that.

Q: Well, was your mother in ill health?

A: She was in the hospital a couple of times last summer. I don't know what for.

Q: Was she competent over the deaths of her two previous husbands — your father and stepfather?

A: She'd been sort of depressed or nervous since the death of her second husband last year. Mrs. King's second husband.

Q: Look, Jack, you've had a couple of years in college in New York. You say the FBI is lying when they say you have been involved in the dynamite. Is that true?

A: I don't know. . . . You'll have to talk to my attorney about that.

Q: Did you know a timing device was placed by your mother in your suitcase before you left?

A: I don't know what you mean by a timing device. Was it something that you thought my mother would have used?

Q: What is your opinion as to how that dynamite got on the plane — in your mother's suitcase?

A: I don't remember.

Q: Do you have any theories as to the cause of the crash or what happened?

A: Sure, but I didn't do it and I don't know how it happened.

Q: Do you realize that there are 44 people dead? The FBI said you caused your deaths. You've been charged with murder.

A: Sure, but I didn't do it. The ex-press run-in with your mother's luggage. Are you saying your mother killed herself anyway?

(Concluded on Page 16)

Christmas Displays Open Monday

On Monday the downtown area will be ablaze with color and light as the stores gird themselves for the Christmas rush. This opening follows the holiday shopping hours, which now include Monday and Thursday evenings from 9:15 a.m. to 9 p.m. on Monday, Nov. 25, following Thanksgiving, the stores will remain open. Dec. 19 through Dec. 23, the stores will remain open each evening to accommodate last-minute shoppers.

Galaxies of light and color will greet the passerby as the stores gird themselves for the Christmas rush.

Southern Films Scheduled

A film program, "The Southern States," will be presented at Decker branch library, E. Florida Ave. and S. Logan St., at 2 p.m. on Friday. The film will be "Southern Horizons" and the hearing in the "Golden Chapter." The program will be free.

Graham Given Hearing Delay

The biggest crowd in District Court history jammed Court House Thursday to watch the hearing of a plane saboteur's arraignment. John Gilbert Graham, confessed saboteur of a United Air Lines DC-6B which killed 44 persons.

Hundreds of spectators lined the fourth floor corridor, leading from the elevator to the courtroom, to stare in fascinated awe at the manacled defendant who was brought into the courtroom.

More than a score of policemen, detectives, sheriffs' deputies and district attorney's investigators formed a tight around Graham and patrolled the halls, alert for any public demonstrations.

HEARING POSTPONED

The hearing was set for a rump session on the third floor. However, as it was postponed for two weeks to permit Graham to obtain criminal defense attorneys to represent him.

District Judge James M. Noland scheduled another hearing for 9 a.m. Nov. 28. Judge Noland, during a recess, was sitting for District Judge Edward J. Kearney.

Graham was scheduled to be arraigned on formal charges of trying to stay his mother, Mrs. Doreen King, 24, in a plot to collect flight insurance and her estate. Last Nov. 1.

NABBED BY FBI

Arrested by FBI agents last Sunday, Graham unemotionally related how he fashioned a time bomb out of 23 sticks of dynamite and a timing device.

He told how he secretly placed the mechanism in his mother's suitcase before she boarded a United DC-6B at Stapleton Field. The bomb exploded 15 minutes after the plane took off, ripping the plane to shreds over a farm area near Longmont. All aboard were killed.

Appearance of Graham, already described as one of the most notorious confessed saboteurs in modern criminal history, was one of tense drama.

ASKS 30 DAYS

Jerome D. Strickland, Denver attorney who has represented Graham and his mother in past legal matters, appeared at the arraignment to ask for 30 days to permit Graham to make arrangements for other attorneys.

Strickland, a civil attorney, previously announced that he would not handle Graham's defense on the criminal charge.

Dist. Atty. Bert Keating objected in a 30-day delay. He suggested only 10 days, and if that wasn't sufficient, then Graham could be granted another continuance.

Judge Noland finally agreed on Strickland's suggestion of continuing the matter two weeks.

Graham's only utterance during the hearing was a husky "Yes" when Strickland asked him if he had counsel for the preliminary hearing.
News Learns Where Graham Bought Timing Device

SOURCE FOUND FOR PLANE BOMB CLOCK

(Another Photo on Page 33)

—Story on Page 5

This is the type of timing device which ticked off the minutes to eternity for 44 persons, including a tiny infant, aboard a United Air Lines Mainliner Nov. 1. The Rocky Mountain News photographed the device at 500 Lincoln st., where John Gilbert Graham, 23, purchased it. This type device holds a maximum time of 60 minutes, but electricians said it could be adjusted to run longer. Graham, in his confession, said he set the timer for 90 minutes. Graham has confessed placing the timing device—attached to 25 sticks of dynamite—in the luggage of his mother, Mrs. Daisie King, 54, before she boarded the plane at Stapleton Airfield. The bomb exploded 11 minutes after the plane took off. All aboard were killed.

—Rocky Mountain News Photo by Dick Davis.

One Is Feared Dead in Crash of 2 Air Academy Jets

—Story on Page 5
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Football Scores

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News Finds Where Graham Got Explosive

DYNAMITE BOUGHT IN KREMMLING!

Public Relations Aide Answers for Gabor

Zsa Zsa Kept Under Wraps While in Denver

By ROBERT STAPP
Rocky Mountain News Writer

Zsa Zsa Gabor, fiery Hungarian-born television personality, paid her first visit to Denver Saturday under wraps, so to speak.

Zsa Zsa, who is chiefly noted for her physical charms and her uninhibited comments on matters relating to Zsa Zsa, was displaying none of her stock in trade.

For reasons not readily apparent, she was accompanied by a public relations man. He undertook to answer all personal questions addressed to Miss Gabor, although she has frequently demonstrated a flair for answering personal questions.

She's One of Telethon Stars

Miss Gabor was one of a score of local and national TV figures who participated in an all-night telethon on KZTV-F for the benefit of the muscular dystrophy fund.

She arrived in a demurely form-fitting black dress and freely discussed her current television endeavors.

But when the conversation veered around to Dominican President Porfirio Rubirosa, as it inevitably did, she threw up her hands and exclaimed, "Ah, I knew you would ask about that. I can only say..."

"No comment," muttered the public relations man, who happened to be sitting nearby.

"What?" asked Zsa Zsa.

"I said you have no comment," the public relations man said.

"Yes," said Zsa Zsa. "No comment."

"They're just good friends," the public relations man volunteered.

'We're Just Good Friends'

"Yes," said Zsa Zsa. "We are just good friends. I am working very hard. I have no time for romance."

"This is her 25th television appearance this year," the public relations man confided. "Make that 15 months," he corrected himself.

"I am going to be on the next Climax show and the next Red Skelton show." Zsa Zsa remarked without prompting.

Turning on the justly celebrated Gabor charm, she persuaded 10-year-old Billy Heller of 2732 S. Garfield St., a muscular dystrophy victim, to pose with her, although he wanted no part of it.

"He's too young yet," she said mischievously.

(ANOTHER PHOTO ON PAGE 81)

Billy Heller, 10, of 2732 S. Garfield St, doesn't seem to appreciate his enviable position as television star Zsa Zsa Gabor plants a kiss on his cheek. Miss Gabor participated in a telethon Saturday night for the benefit of Billy and other muscular dystrophy victims.

—Rocky Mountain News Photo by Bill Pory.
Graham Got Job to Learn How to Rig Bomb

By BILL JONES
Rocky Mountain News Writer
Copyright, 1955, by The Denver Publishing Co.
John Gilbert Graham worked six days last month in a Denver electric shop learning the electric fundamentals which could qualify him to rig a time bomb.

Graham, who confesses setting the time bomb which destroyed a United Air Lines plane carrying 44 persons, earned $1.50 an hour for his job. The Rocky Mountain News learned Sunday his employment at the Ward Electric Co. at 1116 10th st. began Oct. 12, three weeks before the fatal explosion aboard the United which killed his mother and 43 others.

Graham left the shop's employ after failing to buy an electric timer he wanted.

Needed Experience
Damon Ward of 916 S. Race st., shop owner who hired Graham, told The News he "thought it peculiar that Graham should work in the place."

"He told me," Ward said, "he owned two drive-in restaurants and could make more money working in other places."

"I asked him why he should want to work here."

"Graham answered that he needed the experience."

"I said to him, 'Well, why should you learn the electrical business, when you're in the restaurant business?'

"Ward said that after this talk Graham asked him about purchasing a timing device from the company.

"I brought out a catalog and showed him what we had. But, he wasn't interested.

"Our models need an outside source of electricity and are long interval timers.

Short Timer Used
"Graham told me he was more interested in a timer which was of a shorter interval and needed no outside electrical source."

"I explained that most of our timers were for 24 hours. The actual timing device aboard the plane was of this type."

Graham's second visit to County Jail makes dynamiter smile. See Story on Page 10.

Fated airplane was for 90 minutes, according to Graham's confession.

"Ward said he thought nothing of the incident at the time."

"The next day after the conversation — Friday, Oct. 14— Graham called the company's bookkeeper and said he was unable to come to work because he had been called for jury duty, Ward related."

"Ward didn't see him again until the following Thursday when he came back to work." Ward said, "He worked that day and Friday and then never returned."

Graham went to work for the electrical firm after he dropped into a nearby mechanics shop and inquired about a job, Ward said. The foreman there recommended him to the Ward Electric Co. after Graham said he was interested in generators and electricity.

"When he came here," Ward said, "he told us he had had experience working with generators for the Atomic Energy Commission.

"Paid $1.50 an Hour"

"However, it developed, he wasn't too experienced. So, I called him into the office and told him I was going to pay him $1.50 an hour instead of the $2.50 an experienced man would get.

"That's when he told me of his drive-ins and asked about buying a timing device." Ward said he heard about Graham's arrest last Monday. Ward called the FBI immediately and later that day was questioned by an agent, he said.

Meanwhile, Webb W. Burke, special agent in charge of the Denver FBI office, said Sunday he has dispatched an agent from Grand Junction to question two Kremmling storekeepers on the sale of dynamite to Graham.

"In the store they sold Graham 25 sticks of dynamite in their store Oct. 29."

Shopping Center in Kremmling told The News Saturday night they sold Graham 25 sticks of dynamite in their store Oct. 29.

This would place the date three days after a Denver electrical supply salesman told Graham a timing device.

Joseph T. Grande, an employee at the Royal Electric Supply Co. at Stout and Logan st., told The News he has not handled a stick of dynamite since July."

(Concluded on Page 16)