

# Rocky Mountain News

A Scripps-Howard Newspaper

Colorado's First Newspaper—Founded in 1859

SUNRISE

EDITION

★★★★★

FORECAST:  
Cloudy, Cold

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DENVER, COLO., WEDNESDAY, NOV. 2, 1955

## Disaster Near Longmont

# 44 DIE IN AIR CRASH

(Page of photos on Page 10)

—ANOTHER PHOTO AND STORY ON PAGE 5



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 Peery.

# 44 Killed in Airliner Explosion

By AL NAKKULA  
Rocky Mountain News Writer

## 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 only part that remained partially intact, was found more than a mile from where the main part of the fuselage finally smashed into the earth.

Parts of the debris dug holes 10 feet in the bare ground when they struck.

### TREMENDOUS ROAR

Witnesses said the plane exploded with a tremendous roar, followed by a huge ball of flame. Pieces of wreckage seemed to hang in the sky for several moments before crashing earthward.

The plane was en route nonstop to Portland with 38 adult passengers and a baby, and a crew of five.

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

UAL officials said the crew, all Seattle-based personnel included the pilot, Capt. L. H. Hall; D. A. White, first officer; S. F. Arthur, pilot-flight engineer, and two stewardesses, Misses Peggy Peddicord and Jacqueline Hinds.

The plane exploded at about 7 p.m. UAL officials said it had left Denver at 6:45 p.m. It was Flight 629.

The plane was scheduled to leave at 6:30 p.m. Officials said

they were unable to determine whether it had been delayed en route to Denver from Chicago or whether it was "a routine delay here."

Thousands of curious, many of them who had seen the ball of fire that lit up the eastern skies for miles, swarmed to the area as every law enforcement officer in Boulder and Weld County battled to maintain order.

A Lowry Air Force Base helicopter, equipped with huge searchlights, hovered over the gruesome scene to help crews find and remove the torn and twisted bodies.

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

Mrs. Daisy Brubaker, a tenant on the 160-acre Heil farm, said she and her husband, Jack, were eating dinner when they heard the explosion.

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

"It 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 1½ miles from the Heil farmhouse.

The tail section landed near the river.

William Trembath, chief of the Lowry fire department and one of the first on the scene, said there were nine bodies lying near the tail section.

The rest of the bodies were scattered over the farm.

UAL officials in Denver said the plane should have been flying at 17,000 to 19,000 feet at the point where the explosion took place.

The crash site was only a mile east of U.S. 87, the North Washington road, and less than 1000 yards from State Highway 66.

### CALLS JAM WRELS

Police Chief Keith Cunningham of Longmont said his office was deluged with hundreds of phone calls, reporting the crash, within minutes after it occurred.

The chief summoned the State Patrol and notified Weld County officials after sending all available Longmont police and firemen to the scene, plus every ambulance in the city.

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

Patrol Chief Gilbert Carrel said all the bodies had been recovered by midnight.

However, Jack Meyer, assistant general manager of UAL, operations and head of the rescue work,

(Continued on Page 10)

## Scene of Death and Horror Under Flickering Flames

By JACK GASKIE

Rocky Mountain News Writer

LONGMONT, Nov. 1—Flames licked fitfully against the winter night. They lit a scene of death and horror.

A body lay stretched full length in a grotesque caricature of sleep. A few feet away, a hand was clenched in a fist—but there was no arm attached to it.

Hundreds of persons milled around in the beet field between Longmont and Platteville. There were certain things to do—cover the bodies, make futile efforts to quell the flames of the fiercely burning wreckage. But for the most part they stood around, in quiet, stunned groups, waiting.

### IDENTIFICATION DIFFICULT

They weren't sure what they were waiting for. The coroner had radioed word that no bodies were to be moved until identification was made.

And Tuesday night there was little chance for identification. There couldn't even be an accurate count of the bodies.

There were 44, according to the passenger list United Air Lines had back in Denver, where the Northwest-bound plane had taken off just 18 minutes before it fell in thousands of pieces in a plowed-up beet field.

About a score of bodies had been found in the first few minutes. Recovery of the rest had to wait till a more thorough search had been made.

For this was no crash of a whole plane into one relatively confined area.

### WRECKAGE SCATTERED

The explosion that eyewitnesses said had torn through the plane in mid-air had shattered it. Pieces of wreckage fell more than a mile from the field where the main body of the wreckage



landed—and bodies fell with them.

The path of destruction was about a quarter-mile wide and more than a mile long. Here, close to the farm house of Harold Heil, was a long section of fuselage, with bodies grouped around it.

### TWO FIERY PITS

A little farther along was a thin sliver of metal. The unpracticed eye couldn't tell what part of the plane it had been—and next to it lay a black high-heeled shoe, and a battered suitcase.

The wreckage, human and mechanical, grew thicker toward the end of the trail. And finally it culminated in two fiery pits, where the main sections of the plane had landed.

They had burned fiercely, consuming themselves and their cargo, and working 10-foot deep craters into the plowed land.

Rescuers came pouring in from as far as 50 miles away. Many had seen the ball of fire in the sky that was the obituary of a proud plane and 44 persons. The closer ones had heard the tremendous explosion.

They poured in. There were those authorized to help—state patrolmen, Weld and Boulder County sheriffs' men, firemen and policemen from Longmont and Platteville, Army fire and rescue teams.

Auxiliary policemen were summoned from as far away as Denver.

### CARS JAM ROADS

A Lowry Air Force Base helicopter passed back and forth slowly over the rolling farmland, playing

huge spotlights on the ground to help rescuers find bodies.

The firemen made some efforts to quell the flames. But they abandoned the 1-sided task—they were far from a water supply, their engines couldn't approach very close across the pitted land.

Further, by the time they got there the flames had already done the worst of their grim work. They stood by helplessly watching the flames lick lower but greedily still.

And there were the unauthorized. Literally thousands of cars clogged the winding dirt roads leading to the crash site from the nearest highways. Whole families occupied cars—some of them with young children in night clothes and blankets.

Officials tried their best to keep the curious away. They stationed guards at every turn-off. The guards managed to keep the sightseers from driving right up to the flaming wreckage—but, thwarted in their desire to drive up, they parked their cars along the narrow roads, effectively blocking them against the ambulances and police cars that belatedly tried to reach the scene.

From fences surrounding the death field, from their cars parked along the road, they stared in at the rescuers.

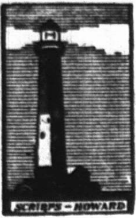
And many of the rescuers found nothing to do but stare back. They were waiting directions—and they were taking a little time to overcome the stun and the shock of multiple and violent death.



John McNeill, Platteville night marshal, gazes helplessly at the blanket-covered body of one of the 44 victims of the United Air Lines DC-6B crash near Longmont Tuesday night. McNeill, with dozens of other local, state and federal officials, sped to the scene moments after the disaster, but they were left only the sad mission of recovering bodies.

Rocky Mountain News Photo.





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DENVER, COLO., THURSDAY, NOV. 3, 1955

**He'll Never  
See His Lively  
Son Again**

By **BILL BRENNEMAN**  
*Rocky Mountain News Writer*

James Fitzpatrick, a U.S. serviceman stationed on Okinawa, saw his son, James II, for the last time when the boy was only 6 weeks old.

Fitzpatrick never will see his lively Jimmy again. The boy died Tuesday night, at the age of 13½ months, in the wreckage of United Air Lines Flight 629 east of Longmont.

He died in his mother's arms, probably still sleeping as he was when the plane took off from Stapleton Field. Mother and son were en route from Batavia, N.Y., to see their husband and father.

\* \* \*

**THE POIGNANT STORY** of their tragedy was told in Denver Wednesday by George Price assistant manager of the Denver Chamber of Commerce, who with Mrs. Price, got off the ill-fated plane at Denver.

The Prices flew from Chicago in the same compartment with Mrs. Fitzpatrick, Jimmy and Mrs. Lewis L. McClain, 81, of Portland.

"We had a wonderful time together," Price said. "The kids played together, and Mrs. McClain was nice to them, and we all enjoyed ourselves for the whole trip."

\* \* \*

**PRICE DESCRIBED** Mrs. Fitzpatrick as a slim, attractive, warm-hearted young woman who had served several years in the Army Nurse Corps before marrying Fitzpatrick.

She explained that Jimmy's father had been sent overseas when the boy was six weeks old, and had not seen his child since.

"Just wait until we get to Okinawa," she told the Prices in joking fashion: "Papa's going to have to change the baby and get up at night to walk him and Mama's going to get some rest."

The Prices had been to Scranton, Pa., for the funeral of Mrs. Price's mother.

\* \* \*

**IN DENVER,** the plane had a short layover while crews were changed. The Prices got off. Jimmy was sleeping quietly in his mother's lap when the Prices saw him last.

Soon, the plane took off, headed north for Portland. In a few minutes, it was a mass of flaming wreckage. Jimmy Fitzpatrick never would see the father he couldn't possibly have remembered.

## Will Probe Longmont Crash

# UNITED HIRES BLAST EXPERT

—STORY ON PAGE 5

## Keeping a Silent Vigil



Pvt. Larry Vaughn, Longmont national guardsman, keeps silent vigil at sunset Wednesday over the tail sec-

tion of a United DC-6B Mainliner which crashed 32 miles north of Denver Tuesday night, killing 44 persons.

—Rocky Mountain News Photo by Bill Peery.

**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.

# UAL Hires Blast Expert to Probe Crash

5—ROCKY MOUNTAIN NEWS—Denver, Colo., Thursday, Nov. 3, 1955

By LEO ZUCKERMAN and AL NAKKULA  
Rocky Mountain News Writers

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

The 4-engined luxury plane carried to their death 39 passengers, including an infant, and its five crew members.

The UAL announcement came as federal and state officials joined the firm in probably the most extensive investigation in commercial aircraft history on the wreckage-strewn sugar beet farm, 32 miles north of Denver.

At the same time, a hot dispute between striking UAL flight engineers and the company flared into the open.

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

Patterson said federal and local officials are now working at the scene and "United has retained the services of Charles Wilson, an outstanding authority in the field of explosives, who is affiliated with the Wisconsin Crime Laboratory."

UAL experts and investigators from the Douglas Aircraft Co., manufacturers of the DC-6B, are co-operating in the investigation, Patterson said, "and we will search out every possibility, however remote."

"I expect certain sources to make claims casting reflections on the qualifications of our flight engineer Samuel F. Arthur," Patterson said.



The Rev. Francis Kappes of St. John's Catholic Church, Loveland, pronounces absolution over the body-strewn wreckage of United Air Lines DC-6B that crashed Tuesday night near Longmont, killing all 44 persons aboard.

Volunteers light the way for the haggard-faced priest, who rushed to the scene of destruction to administer the last rites of his church.

—United Press Photo.

terson said. "The facts are, he was only recently promoted to flight officer status after a high satisfactory record of seven years of flight engineer duty between 1948 and 1955 and he had considerably more experience as a flight engineer than the average."

The criticism came even as Patterson issued his statement.

In New York, the Air Transport Division of the CIO Transport Workers Union sent telegrams to the Civil Aeronautics Board and the Civil Aeronautics Administration demanding that United be ordered immediately to halt its DC-6 and DC-7 flights until the flight engineers' strike is settled "and qualified personnel are available."

"We further urge," the telegrams read, "that all further information developed by the investigation be referred to the grand jury for possible manslaughter charges."

Bill Kent, president of the Flight Engineers International Assn. (AFL), cryptically announced he had "brought to the attention of the CAA some matters" about United's flight operations. He declined further comment.

Three top CAA officials flew to Denver from Washington to determine whether "remedial action" should be taken immediately as a result of United's second major air crash in less than a

month along the same western route from Denver.

The CAA officials are Administrator Frederick B. Lee; W. H. Weeks, chief of CAA aircraft engineering division, and Ward Madgen, deputy director of CAA air carrier safety division.

The trio arrived aboard a UAL DC-7. With them were James N. Peyton, chief of the CAB investigation division, and G. C. Ways-

beer, chief of air crash investigation for The Netherlands government, who is in this country studying investigative methods here.

Peyton said he had no comment on the accident. He said he would confer with Jack Parshall of Kansas City, regional CAB investigator, who spent Wednesday at the crash site.

Wednesday night Parshall declined to comment on what he had found, if anything, which might lead investigators to the crash cause.

Asked if he had found evidence that explosives may have caused the huge craft to disintegrate in midair, Parshall answered: "We can't get into that, yet."

Some eye-witnesses to the crash said Wednesday they had seen what appeared to be a magnesium flare dropping from the plane as it blew apart.

"All of these planes have flares aboard," Parshall said. "It is probable that one could have dropped out of its own accord as the plane disintegrated."

Lee said his group would cooperate with the CAB, which is in charge of the investigation.

Also aboard the same plane were Quinn Tamm, assistant director of the FBI who is in charge of the huge FBI identification bureau, and three members of staff.

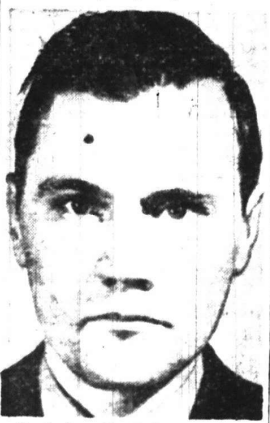
The FBI men headed directly to Greeley with fingerprint records of most of the victims. There they were joined by members of the Denver FBI office, headed by Webb Burke, who had fingerprinted the bodies.

All of the bodies were removed from the farm of Harold Hell and his father, Jake, in the early hours under the direction of Dr. George

(Concluded on Page 9)



D. A. White . . . first officer



Capt. Lee H. Hall . . . pilot



S. F. Arthur . . . pilot-engineer

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

By DAVID STOLBERG  
Rocky Mountain News Federal Reporter

O. E. (Smiling Charlie) Stephens, Colorado gambling king, testified during the third day of his tax trial in the Postoffice Bldg. Wednesday that one of the persons who held him up for \$50,500 cash in mid-January 1947 was his ex-wife, Nell.

Under strenuous cross-examination by government attorneys, Stephens said his former wife participated in the armed robbery at his private home on the Wollhurst

See page 48 for autobiographical account of Charlie's life as told to court.

estate with Charles Francis Murray, then employed as a dishwasher at the club nearby.

Stephens said Murray held him at gunpoint and took the cash. "They walked out the front door together," Stephens said, "and I didn't see them again for a while."

Stephens said he traced the couple to a Kansas City, Mo., hotel room. He said he hired a

a trio of Kansas City deputy sheriffs to go to the hotel with him to retrieve the money.

The gambler told newsmen later he agreed to drop charges against Murray if the money was returned in full.

A Missouri court document entered as evidence in the tax court trial revealed that the Kansas City sheriff and coroner subsequently "failed" to locate Murray. His cash box at the Commerce Safety Deposit Co. there was seized, the document showed.

Deposit boxes cannot be attached under Missouri law unless the subscriber is missing.

Stephens denied a charge by Murray's attorney, Internal Revenue Service attorney, that he

### Time To Smile?

Attorneys for O. E. Stephens successfully protested use of his widely-known nickname, "Smiling Charlie," in U.S. Tax Court here Wednesday.

Judge Craig T. Atkins forbade use of the name except where it is entered in official tax documents.

The four Stephens almost managed a smile over the victory.

Due Service attorney, that he allowed Nell to keep \$15,000 of the recovered loot.

In a statement to revenue agents in Denver on Nov. 28, 1949, Stephens said he allowed Nell to keep the sum, "which was hers anyway."

Stephens said in court Wednesday he did not give Nell any of the money at the time of recovery. He added, however, that he made a \$17,000 cash settlement for her in 1946.

Stephens married his present wife, the former Grace Johnson, in 1948.

The government is attempting to recover \$225,223 in taxes and penalties it claims Stephens still owes for the years 1947, 1949, 1950 and 1951.

A federal court jury here acquitted Stephens of criminal evasion involving the latter three years after a long trial last January.

Other highlights of Wednesday's session:

1. Stephens' lawyers announced they will seek a \$7750 refund from the government.

2. Stephens bluntly described his occupation as "gambling and farming."

3. The gambler said he was worth almost "a quarter of a million dollars" in 1947.

4. Stephens said he was advised by a revenue agent not to file income tax returns before 1934 "because gambling wasn't so legal at that time." Stephens filed returns for the years 1928 through 1933 here in 1934 and paid a 25 percent delinquency penalty.

5. Stephens claimed Revenue Agents Cassel Adams and Dale Fritz "got into an argument" during a conference they had with him three years ago. He said the heated debate came after Adams told him he did not have to answer a question asked by Fritz.

6. The gambler said his returns in the early 1930s were prepared for him by a U.S. revenue employee.

He displayed nervousness only once, by fingering his eyeglasses, when government attorneys queried him about his criminal record dating back to 1922.





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## Sabotage Rumors Grow

# FBI ENTERS PROBE OF AIRPLANE CRASH

—STORY ON PAGE 5

King Winter, Mother Nature Join Talents

## Continental Divide Garbed in White

—STORY ON PAGE 6



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 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



W. A. Patterson

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 malfunction 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-6Bs 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 United Air Lines DC-6B that crashed near Longmont last Tuesday, killing 44 persons.

James N. Peyton, chief of the CAB'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 luggage 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 in what part of the

plane the explosion occurred.

"There still has been no evidence of mal-function, and the rumors of metal 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' walk-out. 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 this 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 to suspend them to investigate the

## Ethel Merman, Others Play For Royalty



Ethel Merman Six

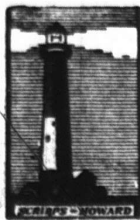
LONDON, Nov. 7.—(AP)—Britain's top vaudeville stars, augmented by America's Johnnie Ray, Ethel Merman and George Jessel, sang and danced for the royal family Monday night. But a gaily dressed group of Chinese tumblers stole the show.

The scene was the annual royal gala for theatrical charities. It was staged before a white-tied and diamond-studded audience of 1500 that paid up to \$60 a seat.

The tumblers, from the Chinese classical theater, were the next to the last act on the bill. They had the entire house on its feet applauding for more as they mimed and danced an ancient Chinese battle story.

The Queen, escorted by her husband, the Duke of Edinburgh, wore an ice blue satin gown, a diamond tiara and a white ermine stole. Princess Margaret, who smiled gaily as she entered the theater, was wearing a pink satin dress.

Jessel, who confessed afterward he had been scared stiff by tales of a traditionally cold audience at this event, won a big



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Snow, colder  
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# UAL POSTS \$25,000 AIR BLAST REWARD

—STORY ON PAGE 5

## 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 bare 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,

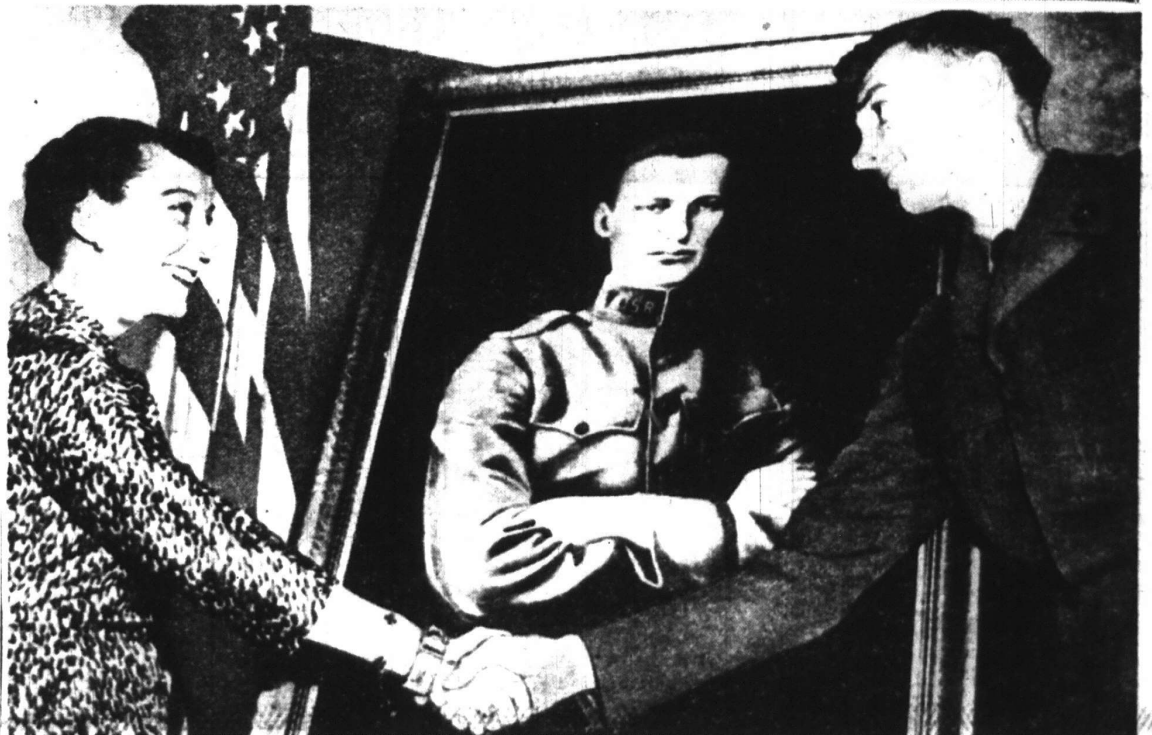
THE ROCKY MOUNTAIN NEWS

—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.

—United Press Photo.



## Disarmament Plan Vetoed By Russians

—STORY ON PAGE 3





# Rocky Mountain News

A Scripps-Howard Newspaper

Colorado's First Newspaper—Founded in 1859

SUNRISE EDITION

★★★★★

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DENVER, COLO., TUESDAY, NOV. 15, 1955

# PLANE DYNAMITING IS CONFESSED!

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

—MORE PHOTOS AND STORIES ON PAGES 3, 5, 8, 11, 13, 14, 32, 34 AND 85

\* \* \* \* \*



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. Daisie King, Mrs. Hablutzel's mother.

John Gilbert (Jack) Graham, Denver restaurant operator, is led to jail by Dep. U.S. Marshal Oscar Crist, right, Monday after he confessed to setting a dynamite time bomb that killed his mother and 43 others on a United Air Lines plane which exploded near Longmont Nov. 1.



—Rocky Mountain News Photos by Dick Davis

# 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 today he tied 25 sticks of dynamite together to make a bomb that exploded a United Air Lines plane near Longmont Nov. 1.

John Gilbert (Jack) Graham confessed in dispatch detail to a tragically successful plot which led to the murder of his mother and 43 other passengers on the molished plane.

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

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

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

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

### Carefully Planned Plot

Graham said he collected parts of his bomb on Oct. 18 or 19. It included 25 sticks of dynamite—comprised of 40 percent extruded and 60 percent packing—a timing device, an Everready 6-volt "Hotshot" battery, and two dynamite caps, each connected to the other by eight feet of wire.

He said he put the material in a long cardboard box, which he concealed under a blanket in the trunk of his 1951 Plymouth mobile.

Graham said he did not remove the bomb until "about 5:30 on Nov. 1," after he watched his mother, Mrs. Daisie E. King, 57, Gloria, and 20-month-old son, Allen, drive from their home on W. Mississippi ave.

Graham said his mother wanted to store her car, a 1955 Chevrolet at the Denver Motor Hotel, 1420 Stout st., while she was visiting her sister in Alaska.

Mrs. King was en route to Portland, Ore., when the plane crashed. From Portland, she planned to continue on to Anchorage, for a brief visit with her daughter, Mrs. Helen Ruth Hablutzel.

Graham said that as soon as his family left, he transferred dynamite sticks, caps and wire to a paper sack.

"I then wrapped about three or four feet of binding cord around the sack of dynamite to hold the dynamite sticks in place around the caps, leaving the wires which were attached to the dynamite caps, leading out of the paper sack," Graham said.

He said he then ran 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 battery.

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

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

Graham said he set the bomb to explode in 90 minutes, the minimum time allowed him by the timing device.

He said that when the 90 minutes were up, "I knew that between the caps and the battery which was broken by the timer would be closed by the timer mechanism and detonate the dynamite which would detonate the dynamite."

### Placed Bomb in Suitcase

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

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

He said he drove to a surplus store on W. Alameda Federal blvd., and bought two olive-colored web straps.

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 suitcase with the web straps. He said he carried all the luggage to his car in the terminal, then waited about 30 feet away while she got into the fatal flight.

"After my mother had finished checking her luggage," Graham said, "my wife and I went with her to the passengers' gate where we told my mother goodbye and watched her board the plane with the other passengers."

Graham said he watched the plane taxi down the runway and took his wife and son into the airport coffee shop.

"We were in the coffee shop for approximately one hour as we were leaving I heard the cashier (say) that there had been a wreck 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 over the radio . . . that all passengers aboard had been killed."



John Gilbert Graham wears a worried frown as he tells of the bomb plot which killed his mother and 43 others in a plane crash near Longmont Nov. 1. —Rocky Mountain News Photo.

### In Wyoming Shooting

## Wealthy Kidnapper Admitted

Nov. 14 — (AP) — Arthur Ross Brown, a wealthy Denver man who once said he never would be caught Monday night for the kidnaping of a Kansas City woman.

There are discrepancies which could be due to our errors in deduction of how the crime was committed."

Pond said he was informed Brown had told of burying the rings and other articles belonging to Mrs. Allen. A search now is being made of areas fitting the description.

Police have established Brown was in Kansas City Aug. 3, the day before the kidnaping, Pond said. Pond planned to leave soon for San Francisco.

### CAR STOLEN IN OMAHA

The car in which Brown had been found sleeping had been stolen in Omaha, the FBI said.

Brown was arrested after his aunt, Mrs. Theresa Poppiano, had telephoned police that a prowler was near her home, and it might be her nephew. The FBI already had the residence under watch in expectation that Brown might show up there.

He was found sleeping under a blanket with two loaded pistols on the seat beside him.

The FBI had been seeking Brown since Aug. 31, when he shot and critically wounded Sheriff Willard H. Marshall, who was questioning him about a burglary at Sheridan, Wyo.

In addition to the charges of kidnap-murder, automobile theft and attempted murder against Brown, he is wanted for kidnaping his own wife in Kansas City, rape and burglary in San Jose, Calif., and for parole violation.

California Adult Authority officials filed the latter charge against him, saying he had been paroled from San Quentin Prison in 1952 after being sentenced in connection with an 1947 arson case in Alameda County.



This is a photograph of John G. Graham, 23, confessed airplane saboteur, as he appeared when arraigned on bogus check charges here in December 1951.

### Long Torment Ended

Confession ends days of apprehension and torment for W. A. Patterson, president of United Air Lines. Pasquale Marranzino tells about it on PAGE 35.

### 'Our Un-Ready Reserves'

—PAGE 27

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(U.S. Weather Bureau)

**FORECASTS**  
Tuesday, Nov. 15, 1955  
Denver and Vicinity—Intermittent snow Tuesday morning, becoming partly cloudy Tuesday night and Wednesday; much colder Tuesday night and Wednesday; wind diminishing Tuesday night; high Tuesday 25 to 30, low 15 to 20.  
Colorado—Partly cloudy Tuesday and Tuesday night, with scattered snow mountains and northeast Tuesday; and snow flurries mountains Tuesday night and Wednesday; partly cloudy Wednesday; much colder over state Tuesday; continued cold Tuesday night and Wednesday; windier west portion Wednesday; windy east portion Tuesday; high Tuesday 15 to 20, northwest up to 30 to 40 southeast, low 9 to 10 below mountains, 5 to 15 northwest, up to 20 southeast.  
Wyoming—Partly cloudy Tuesday and Tuesday night, with scattered snow Tues-

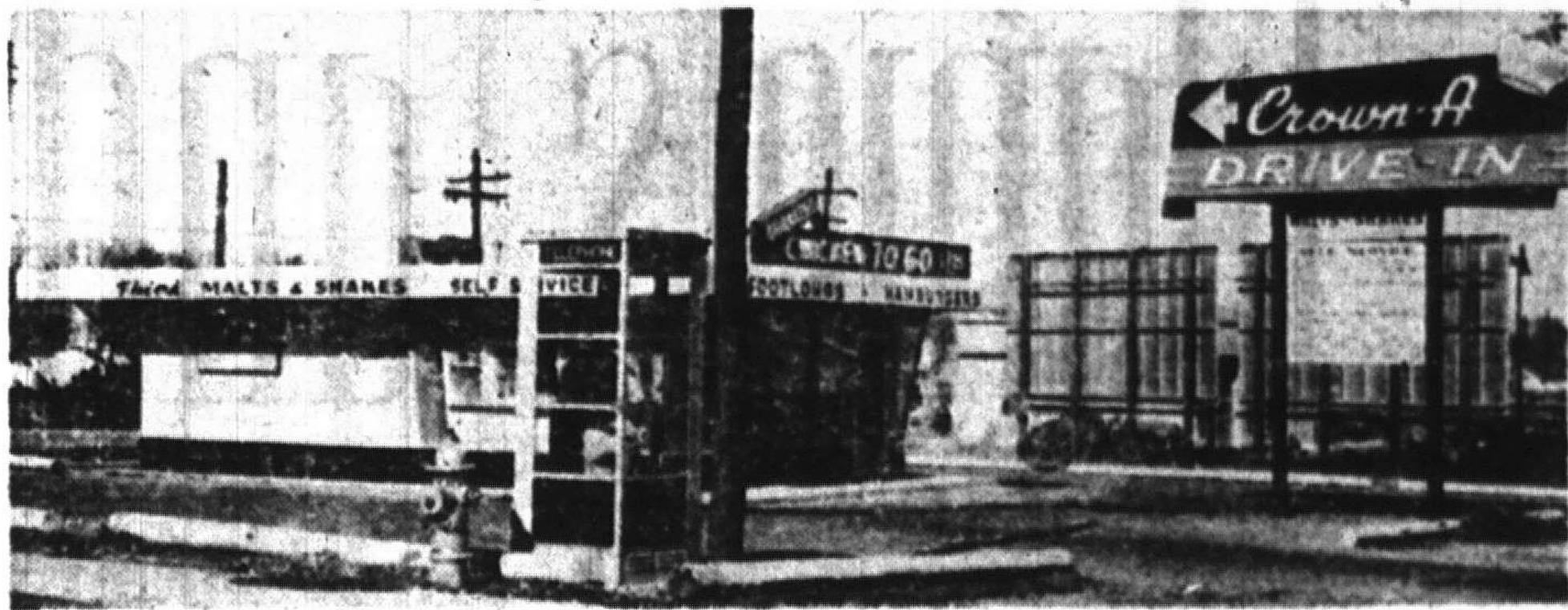
day, and snow flurries mountains Tuesday night; becoming generally fair north and west, partly cloudy southeast by Wednesday; much colder south and central portions Tuesday; continued cold Tuesday night, becoming a little warmer west of Divide Wednesday; high Tuesday 5 to 15 north, up to 20 south, low 9 to 10 north, 5 to 15 south.  
Sun rises 6:45 a.m. sets 4:44 p.m.  
Moon rises 7:54 a.m. sets 5:33 a.m.

**TEMPERATURES**  
Airport Observations  
High . . . . . 64 degrees  
Low . . . . . 36 degrees  
The mean temperature was 45 degrees.

**PRECIPITATION**  
Precipitation this month . . . . . 45 inches  
Precipitation since Jan. 1 . . . . . 15.60 inches

**NATIONAL WEATHER REPORT**  
Monday, Nov. 14, 1955  
Mainly . . . . . H L  
St. Louis . . . . . 48 39  
Chicago . . . . . 40 30  
New York . . . . . 40 30  
San Francisco . . . . . 54 40  
Albuquerque . . . . . 66 41  
Lamar . . . . . 41  
Las Alamos . . . . . 74  
Leadville . . . . . 3  
Los Angeles . . . . . 62  
Memphis . . . . . 11  
Miami . . . . . 23  
Minneapolis . . . . . 10  
New York . . . . . 2  
Omaha . . . . . 44  
Phoenix . . . . . 34  
Pittsburgh . . . . . 43  
Portland . . . . . 45  
Rapid City . . . . . 29  
St. Paul . . . . . 47  
Seattle . . . . . 44  
Spokane . . . . . 48  
Tulsa . . . . . 54  
Wichita . . . . . 58





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 persons Nov. 1 in a explosive United Air Lines inferno near Longmont.

Graham was arrested by a crack team of FBI agents at 12:10 a.m. Monday as he was preparing to go to bed in his home at 2650 W. Mississippi ave.

The dark, handsome Graham broke down after five hours of questioning and made a blase statement confessing the fantastic bomb plot.

One of the victims was Graham's mother, Mrs. Daisie E. King, 54.

## SIX POLICIES

Graham said he bought six insurance policies, at 25 cents each, valuing her life at \$37,500 before he placed her on United Flight No. 629.

Ironically, Graham could never have collected the insurance because he failed to have his mother sign the slot-machine policies before embarking on the ill-fated flight.

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

The plotter is the father of two small children, Allen, 20 months, and Susan, eight months. They and Graham's young wife, Gloria, went into seclusion before his arrest was announced.

## NORTH OF DENVER

The dramatic arrest and confession brought to a sudden conclusion more than two weeks of investigation into possible sabotage of the airliner, which was ripped apart by a giant explosion 11,000 feet above a sugar beet field near Longmont.

The aircraft, a United DC6B carrying 39 passengers and a crew of five, was 11 minutes and 32

miles north of Denver when the explosion came. It was seen from the Stapleton Airport tower.

Parts of bodies and wreckage were littered over five square miles.

William A. Patterson, United president, said late Monday that if the flight had not been 35 minutes behind schedule it probably would have crashed over the same Medicine Bow range in Wyoming that claimed the lives of 66 people last month in United's and the nation's worst civil air disaster.

Patterson speculated there would have been small chance of ever proving a bomb plot if the second plane had also crashed in the snow-bound, rugged Wyoming peaks.

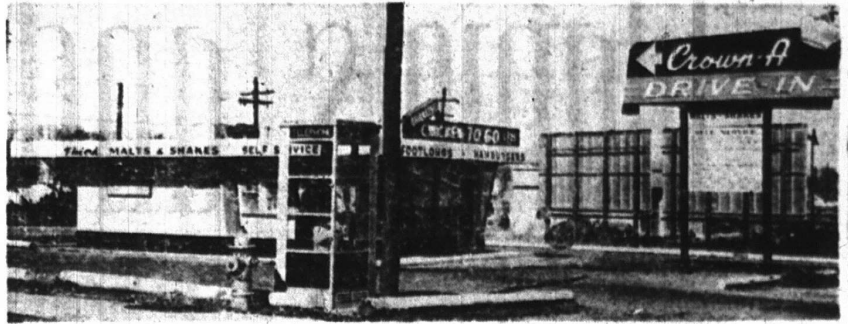
Authorities eliminated any "possible link" between the two crashes.

## SULLEN, CALM

Graham appeared sullen but calm during his arraignment Monday morning before U.S. Commissioner Harold S. Oakes in the Postoffice Bldg. Oakes set \$100,000 bond on federal sabotage charges and Graham was ordered imprisoned in Denver County Jail pending disposition of a legal problem over whether he will be tried in state or federal courts.

The young father, 6 feet tall and 190 pounds, was pale. He answered a few brief questions put to him by Commissioner Oakes with one or two words.

At one point, Oakes told him to "look at me while I'm talking." Graham continued to keep his chin lowered, but gazed up at



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.

Oakes while the formal charge was read.

Punishable by up to 10 years in prison and a \$10,000 fine, the charge specified that Graham "did knowingly and willfully place on a National Defense utility, to-wit an aircraft, a device . . . with the intent to injure and interfere with and obstruct the national defense of the United States."

## SOLDIERS ABOARD

The UAL plane, like all civil aircraft, would be immediately available for use by the military in the event of war. A number of passengers were soldiers destined for leaves at home or new stations. The hearing was interrupted dramatically after Graham said he was not represented by an attorney.

Jerome R. Strickland, Denver attorney who represented Mrs. King in a variety of legal problems, strode into the crowded room to announce he had been

retained by the family to speak for Graham.

With him was Mrs. Helen Ruth Hablutzel of Spenard, Alaska. Mrs. King was en route to visit Mrs. Hablutzel, her daughter and Graham's sister, when she boarded the airliner.

Oakes allowed Strickland to confer with Graham and his sister for five minutes in a nearby detention cell. On their return, Strickland waived a preliminary hearing on the charges before the commissioner.

## TRIP TO JAIL

Moments later, Graham was ushered from the cell for a short trip to jail. His handcuffs were manacled to a heavy restraining chain around his waist.

As Graham passed her, Mrs. Hablutzel called out to him: "Goodby, Johnny, we'll see you later." Graham did not respond.

Mrs. Hablutzel, who arrived here last week for her mother's funeral, refused comment on her brother's confession and implication.

Patterson, in a brief statement, said United Airlines was "extremely grateful to the FBI and the magnificent job they did in solving this case within five days after they started."

The break in the case came while agents were checking in the family backgrounds of each of the victims. Although spokesmen refused to discuss the investigation it was learned that "there were no tips on this one, just hard work."

## PAY REWARD?

Patterson said he did not know whether UAL could pay off its promised \$25,000 reward for apprehension of "the person or persons responsible for the explosion." FBI agents are not allowed to accept rewards, but Patterson said it would be paid to persons "who may have helped in the investigation."

The same apparently was true of the \$1000 reward offered earlier by the AFL Flight Engineers Union, which has been on strike against United for several weeks.

Charles McErlan of Chicago, United's director of law, said he would have to study insurance laws further before he could decide the question of United's liability to families of the victims in the light of the bomb plot.

A United spokesman said later the passengers were covered by UAL's overall insurance protection but that "individual liabilities must be worked out in the future."

## ATTORNEYS CONFER

U.S. Atty. Donald E. Kelley who filed the sabotage charge, conferred with Denver Dist. Atty. Bert M. Keating and Marc Smith of Greeley, Eighth Judicial District Attorney, for a full hour after the arraignment.

Kelley announced later that both state prosecutors "are willing to accept jurisdiction. If we find no federal laws covering the case with more severe penalties, we will turn Graham over to the state for murder prosecution."

It appeared likely murder charges eventually will be filed in Denver. The bomb was placed in the plane here and most witnesses

## Death for 44 Cost Mrs. King 27 Dollars

Mrs. Daisie E. King, 54-year-old grandmother, had to pay the freight for her own death and that of 43 other persons aboard the United Air Lines plane that exploded in mid-air Nov. 1.

Records disclosed Monday that her suitcase, weighted down by a dynamite time bomb rigged by her son, was 37 pounds overweight when checked at the United counter at Stapleton Airport. She paid \$27 for the additional weight.

and evidence are located in the Colorado capital.

Technically, Graham could be charged individually for all 44 deaths.

The bomb plot marked the first time that sabotage has ever been traced to the crash of a U.S. commercial airliner.

UAL President Patterson would not speculate when asked if Graham's arrest would favorably affect business in this region.

## SEASONAL DECLINE

He said the number of passengers has been less since the Medicine Bow crash but said "this period of the year always marks a seasonal decline. Actually we're ahead of last year by 6 percent in the number of passengers."

He added, however, that the crashes "obviously have had some effect on our reservations."

Ray Moore, assistant FBI agent in charge at Denver, spearheaded the agency's joint investigation of sabotage with Civil Aeronautics Board investigators. He refused, however, to take any personal credit for breaking the case.

Moore and his immediate superior, Webb W. Burke, declined to discuss the case in detail. They also refused to confirm or deny the fact that Graham made a written confession, a fact later verified by federal prosecutors.

# Friends and Neighbors Shocked at Confession

"He just sat in his living room, staring at the floor. He cried, too, and seemed all broken up after the plane crash."

Thus did business and residential neighbors remember John Gilbert Graham (Jack) Graham's reaction after learning of the death of his mother, Mrs. Daisie E. King, 54, aboard United Air Lines fatal Flight 629 on Nov. 1.

The same neighbors were shocked Monday after Graham confessed to a fantastic bomb plot which snared not only his mother's life but the lives of 43 others.

Ira Turner, 25, operator of a gas station near Graham's restaurant, the Crown-A-Drive-In at 581 S. Federal Blvd., recalled that "he was sure popular with the kids around here."

## CONES FOR KIDS

"He used to sell them 10-cent ice cream cones for a nickel."

Turner said his business neighbor "always appeared very normal. He seemed like a happy, intelligent guy. Sometimes he complained of business not being so hot but he never got unhappy about it. He seemed like he wanted to get ahead."

Turner said the drive-in was built by Mrs. King for an estimated \$35,000 last spring. He said Graham told him "he was running the business on lease from his mother."

Neighbors near Graham's modest \$14,500 frame home at 2650 W. Mississippi ave. told of repeated examples of maternal gifts to the 23-year-old son.

## ENTIRE AMOUNT

G. C. McClendon, general contractor who built the Graham home and lives next door at 2600 W. Mississippi ave., recalled how Mrs. King had wanted to pay the entire \$14,500 for the house last spring.

"She told me she wanted to give it to Jack and Gloria. But when I pointed out he wouldn't think much of her if she paid for all of it," McClendon said,



McClendon Mrs. McClendon Turner Mrs. Cordova

"she agreed to give me \$5500 down and let her son make the mortgage payments."

Mrs. McClendon described a lunch and afternoon chat she had with Mrs. King the Saturday before the crash.

"Daisie told me her son was quick on the trigger," Mrs. McClendon said, "and what a bad temper he had. But he never showed it in front of me."

## STAYED WITH KIDS

"Mrs. King always stayed with the youngsters when she came to Denver. She was awfully fond of Gloria and the grandchildren."

"She came back here after a business trip from Florida three weeks ago," Mrs. McClendon said. "And the first thing she did when she got back was to pack Gloria and the children in her car and take them off for a vacation with relatives in St. Louis."

The children are Allen, 20 months, and Susan, eight months. They and Mrs. Graham were in seclusion throughout Monday at the home of relatives. Mrs. Graham was in a state of shock and under the care of a family doctor.

## REFLECTED IN HOME

The disorder of their home reflected the sudden slap of tragedy. Toys littered the living room floor, abruptly discarded when the family moved to seclusion. Sunday's newspapers were strewn over the furniture.

A ping pong table in the paneled basement den swayed with the weight of neglected family laundry.

Otherwise, there was no sign of life in the green and brick veneer ranch-type dwelling. It has four bedrooms, a simply-furnished living room and dinette, two baths, a kitchen and the basement den.

Mrs. Helene West, who lives across the street at 2699 W. Mississippi ave. and is the Graham's best friend, said she was too shocked to talk.

## QUIET NEIGHBORS

Next door at 2687 W. Mississippi ave., Mrs. Dolores Torres said she knew the Grahams as quiet neighbors.

"All of us went over on a sympathy call after Mrs. King died," she said. "Mr. Graham seemed all broken up. He just sat staring at the floor. He looked like he'd been crying but he didn't when we were there and he didn't say anything."

Mrs. Raymond Cordova of 2675 W. Mississippi ave. corroborated her neighbors' description of Graham as an unobtrusive neighbor.

"I saw him put his mother's suitcases in his car that day," she said, "but who would have dreamed all this would have happened since then."

"He looked so unhappy when I paid a call two weeks ago. I felt so sorry I just didn't know what to say to him."

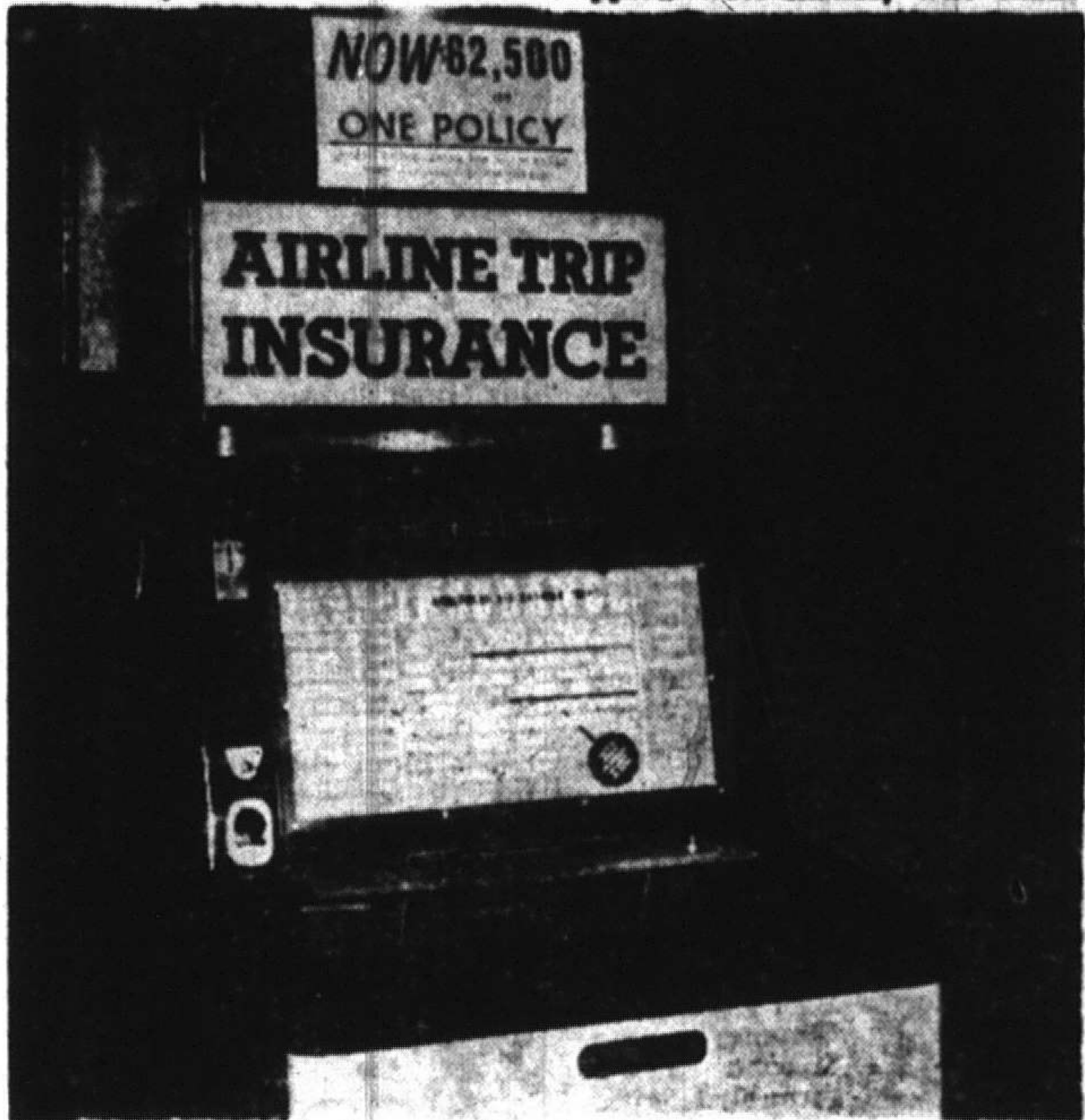


Jerome R. Strickland . . . Denver attorney retained to defend John Gilbert Graham.

—Rocky Mountain News Photo.

Here are some of the other  
gruesome air murder plots in re-  
cent history:

the plane. Joining him in the death  
sentence were Generaux Ruest,  
crippled watchmaker, who made



**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.*

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# Did Drivein Explosion Mark First Murder Attempt?

Did an explosion which racked the Crown A Drivein, 581 S. Federal Blvd., on Sept. 5 mark the first attempt by John Gilbert Graham on the life of his mother, Mrs. Daisie King?

Denver police Monday said the answer to that question had them stumped. Only the 23-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 explosion were turned over to the FBI.

Graham will probably be questioned about it Tuesday.

The gas explosion in the cafe, operated by Graham and his mother, took place at 1:30 a.m.—only 90 minutes after Graham closed the establishment for the night.

Fire and Police Department reports noted tersely that someone had entered through the rear door—it had not been forced—and disconnected a copper gas line.

Graham told Detectives Don Stallins and Charles Clark at the time that \$3 was taken from the cash register.

The detectives said the only conjecture was that a burglar, disgruntled 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 pilot light on a gas heater. The blast blew out the windows in the drivein and seared the interior.

"The whole thing didn't seem right," Clark said. "A burglar doesn't take that kind of revenge. Graham told us that several 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 following the explosion. The possibility loomed that Graham might have figured the explosion would occur when his mother lit the stove.

However, the detectives said their investigation showed that Mrs. King seldom worked—especially mornings—at the drivein.

Reports of the investigation of

## Goin' to Symphony Ball



Mayor Will Nicholson and Mrs. Nicholson are shown buying the first tickets Monday to the sixth 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 Eric Lawrence Trio and Lou Morgan and his orchestra. —Rocky Mountain News Photo.

## Review Refused In Marriage Case

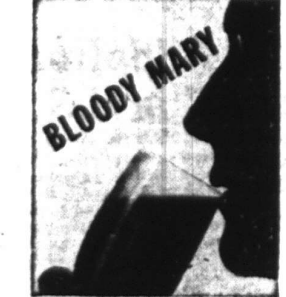
WASHINGTON, Nov. 14—(AP)—The U.S. Supreme Court refused Monday to rule on the constitutionality of state laws which prohibit marriages between white and non-white persons.

The court sent a test case back to the Virginia Supreme Court on grounds that the record was incomplete. The state court had upheld the validity of Virginia's miscegenation law.

Another trial will now take place in Portsmouth, Va. Then the case undoubtedly will be appealed to the U.S. Supreme Court again. Twenty-seven other states have such 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.



*Fontius*  
SHOES

FAMED FOR GOOD SHOES SINCE 1893

WE HAVE THE CLINIC SHOE  
REG. U. S. PAT. OFF. AND CANADA

for Young Women in White

The Moccasin  
8.95

Goodyear welt soles  
White calf...

"A FASHION STAR IS BORN"

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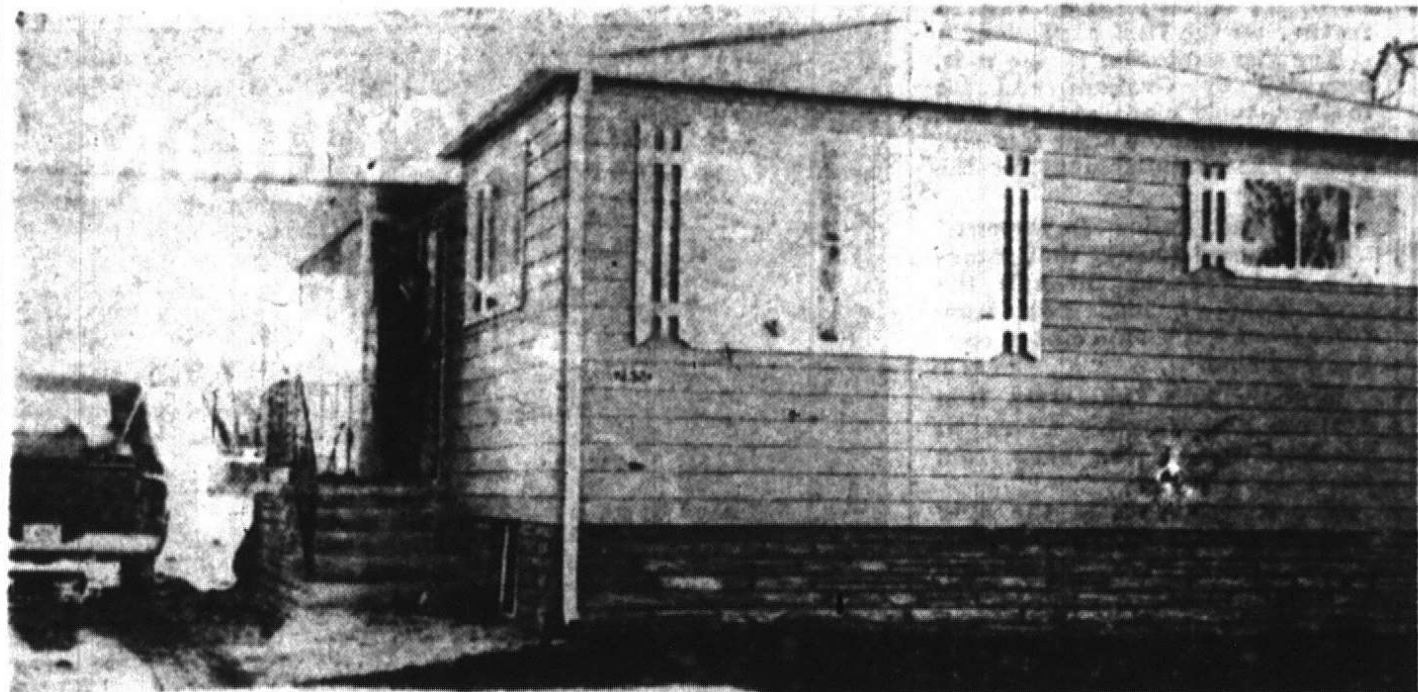
Never before has a genuine ATMOS Clock sold for less than \$150—now, for the first time, you may buy and give ATMOS this Christmas for

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

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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 at 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 Guempelein of 140 S. Glencoe st., who lost two friends and business associates in the crash, declined to pass judgment. Guempelein, 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.

... TWA Flight ...





# Rocky Mountain News

A Scripps-Howard Newspaper

Colorado's First Newspaper—Founded in 1859

96TH YEAR: NO. 320

Published every morning by Denver Publishing Co.  
Entered as second class matter, postoffice, Denver.

DENVER, COLO., WEDNESDAY, NOV. 16, 1955

SUNRISE

EDITION

★★★★★

FORECAST:

Mostly Fair

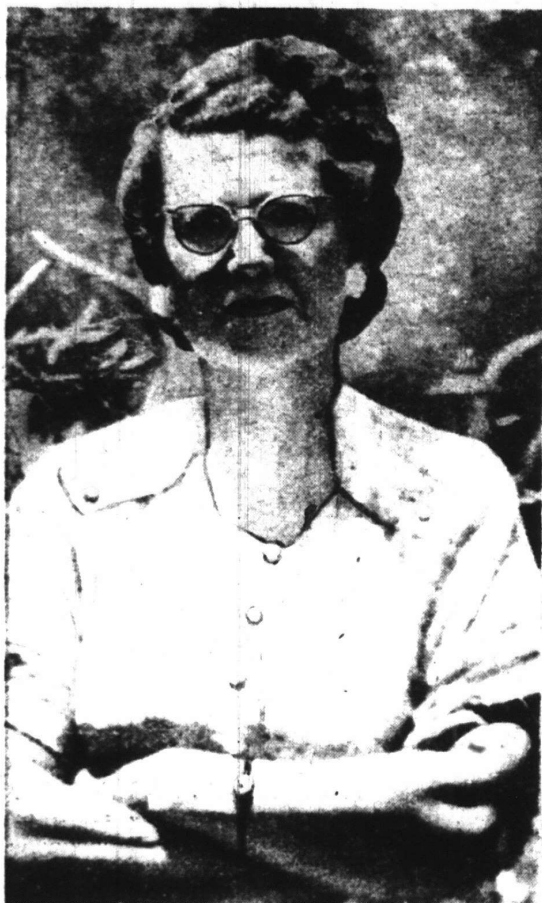
PRICE 5 CENTS

92 PAGES

## Yule Gift Remark Leads to Arrest

# HERE IS HOW FBI NABBED DYNAMITER

### 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 Air Lines plane Nov. 1.

By DAVID STOLBERG

Rocky Mountain News Federal Reporter

Copyright, 1955, by the Denver Publishing Co.

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-plot 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 54-year-old mother. He 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 sullen, 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 unique 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 280 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 Graham 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 had crashed north of Denver.

Several men in the small Lakewood subdivision were told of Mrs. 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, crack-pots 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."

(Concluded on Page 8)

## 5 Below Is Predicted In Wake of Storm

—STORY ON PAGE 5



# Yule Gift Remark Leads to A

# HERE IS HOW NABBED DYNA

\* \* \* \* \*  
**Son Killed Her and 43**



This is a late photograph of Mrs. Daisy 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 Air Lines plane Nov. 1.

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—STORY ON PAGE 5

By DAVIE  
Rocky Mountain  
Copyright, 1955, by th

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In addition to the gift, Mrs. Elson revealed:

1. Graham claimed he had a premonition

# D.A. Files Air Blast Murder Charges

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 Denver district attorney moved swiftly in starting the initial action after 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 keep a hold order on Graham.

The information specifically charges Graham with murdering his mother, Mrs. Daisie E. King, 54, who lived with him at 2650 W. Mississippi ave.

The information was worded to show the offense started in Denver and ended in Weld County near Longmont, 32 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 timing device 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.

## BOMB EXPLODES

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

The husky, 23-year-old Graham calmly told how he killed his mother to collect \$37,500 flight 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 S. Oakes on federal sabotage charges, which carry a maximum penalty of only 10 years in prison.

## NO MURDER CLAUSE

Kelley explained that the sabotage laws pertaining to air-planes do not carry a murder clause as do similar laws pertaining to trains.

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

Keating said he expected to



William A. Patterson, president of United Air Lines, signs a murder information, charging John Gilbert Graham, 23, with blowing up a UAL plane Nov. 1. Looking on is Dist. Atty.

Bert Keating who has been given jurisdiction by the government to prosecute the state murder charge.

—Rocky Mountain News Photo by Bob Talkin.

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 fulltime task of gathering evidence and material, and locating witnesses.

United Air Lines officials voiced full co-operation with Keating and assigned D. R. Petty, vice presi-

dent of operations here, 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. McErlean of Chicago, United's legal director, and James Kennedy, United's public relations officer.

Interviewed by reporters regarding a \$25,000 reward posted 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 insure 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 insurer machines at Stapleton Airfield.

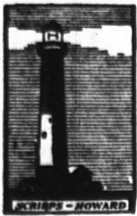
It was on one of these machines Graham signed for a \$37,500 flight policy on his mother, paying a premium of \$150.

The officials, Don M. Madgett, vice president, and J. E. Barrett, special assistant to the president, informed Keating they will 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 insurer.

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# Rocky Mountain News

A Scripps-Howard Newspaper

Colorado's First Newspaper—Founded in 1859

Colorado's First Newspaper—Founded in 1859

96TH YEAR: NO. 321

Published every morning by Denver Publishing Co.  
Entered as second class matter, postoffice, Denver.

DENVER, COLO., THURSDAY, NOV. 17, 1955

SUNRISE

EDITION

★★★★★

FORECAST:

Cloudy

PRICE 5 CENTS

100 PAGES

## Pair Found on Snow-Swept Mountain

# CLIMBERS RESCUE LOST FATHER, SON

## Wife Visits Dynamiter

—STORY ON PAGE 5



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 Peery.

ALBUQUERQUE, N.M., Nov. 16—(UP)—Trained mountain climbers early Wednesday rescued an Albuquerque architect and his 9-year-old partially crippled son who were lost in the snow-swept Sandia Mountains near here on a hunting expedition.

The architect, Jason C. Moore, 40, and his son, John, were found in a canon 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 polio 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.

## 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





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Colorado's First Newspaper—Founded in 1859

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DENVER, COLO., FRIDAY, NOV. 18, 1955

SUNRISE EDITION  
★★★★★  
FORECAST—  
Chance of Snow  
PRICE 5 CENTS  
108 PAGES

## Graham Sullen After Hearing



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 Peery.

# DYNAMITER CHANGES HIS STORY

—STORY ON PAGE 5

## Policy Mrs. King Signed

**RECORD COPY APPLICATION**

Policy Number: 3171      Premium Paid: \$ 01.50  
 Signature of Insured: J. J. TRACY      Resident Agent

Destination: Anchorage Alaska      And Return  Return

Date: NOV -1 PM 9:16 1955

Beneficiary's Name: Jack G. Graham

Address: 210 50th Street      State: Colo

Insured's Name: Daise E. King

Address: 210 50th Street      State: Colo

Insured's Signature: Daise E. King

MSR 25A Series 374

This is the insurance policy which John Gilbert Graham made out naming himself as beneficiary for \$37,500. The district attorney's office believes Mrs. King placed her signature, shown here near the bottom, on the policy a few minutes before boarding an airplane and riding to her death near Longmont Nov. 1.

—Rocky Mountain News Photo.

## 52 GI's, Others Killed As Plane Hits Home

—STORY ON PAGE 3

# Graham Sullen After Hearing

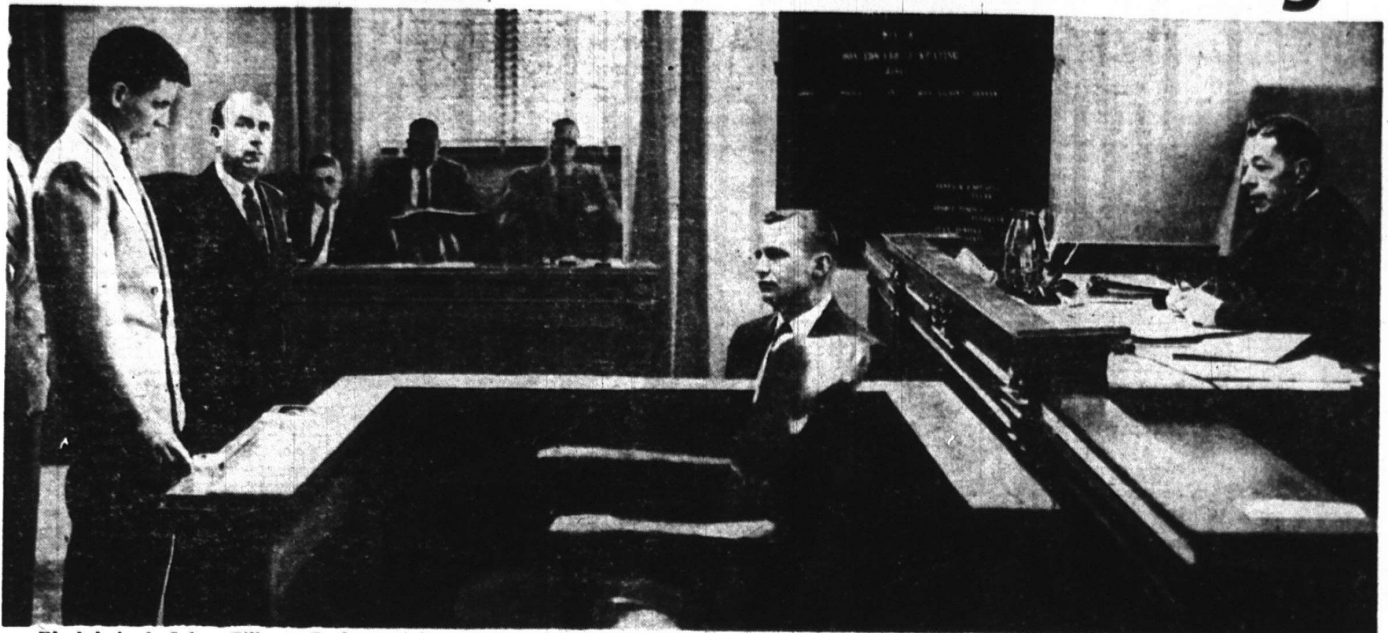


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—Rocky Mountain News Photo by Bill Peery.

# Graham Sullen at Court Hearing

ROCKY MOUNTAIN NEWS—Denver, Colo., Friday, Nov. 18, 1935



Black-haired John Gilbert Graham, left, stands with head bowed and listens sullenly 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 Tencich, court reporter. Graham's arraignment was continued until Nov. 28.

—Rocky Mountain News Photo.

## 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 the following report in this first interview with Graham.)

By AL NAKKULA

Rocky Mountain News Writer  
Copyright 1935, by The Denver Publishing Co.

John Gilbert Graham flatly denies planting a bomb on an 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 questions as to whether he had experience handling explosives, Graham would turn away or look down in his lap, his heavy lips pursing in annoyance.

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

Q: Jack, I understand the FBI obtained a signed statement from you, admitting you placed 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 straightened out, myself.

Q: You mean, they used duress—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 drinks of water and such . . .

Q: They say you forged the insurance policies on your mother that night when the plane crashed. Can you straighten that out?

A: I didn't. My mother signed them. I made out three—one for myself, one for my sister and one for my aunt.

Q: How much were they for?

A: I don't remember. There was a foul-up on the machine. Some of them didn't come out. I made three out that were good and two that were no good because my mother didn't sign them.

Q: Did you put a present—a bundle of dynamite in your mother's luggage?

A: I didn't put anything in her luggage. I only bought some straps to put around the luggage. The hinges on the suitcase were breaking. I don'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. One of them was her aunt. Mother had a polley made out to her.

Q: Do you mean your mother might have planted the dynamite in her own suitcase to take her own life. . . . Has your mother ever mentioned taking her life?

A: I won'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 despondent over the deaths of her two previous husbands—your father and stepfather?

A: She'd been sort of depressed or nervous since Mr. King died last year. (Mrs. King's second husband.)

Q: Look, Jack, you've had a couple of years in college. . . . you're no dummy. Do you think the FBI is lying when they say they found evidence to show the dynamite was in your mother's luggage. . . .

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

Q: Did you know a timing device has been traced to you. . . . you bought one. . . . found it didn't work and bought another?

A: I don't have anything to say about that.

Q: When did you learn how to handle explosives. . . . in Alaska?

A: I was a civilian laborer there. I did a little bit of everything. . . . I'm not saying anymore.

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: You don't remember. . . .

A: I don't have any theories as to the cause of the crash or what happened.

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

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

Q: May I ask you frankly. You say you didn't do it. The explosives have been traced to your mother's luggage. Are you saying your mother killed herself by

## Graham Given Hearing Delay

The biggest crowd in District Court history jammed City Hall Thursday to watch the murder arraignment of 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 elevators to the courtroom, to stare in fascinated awe as the manacled defendant shuffled to the hearing in leg irons.

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

### HEARING POSTPONED

The arraignment was anti-climatic, 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, from Durango, was sitting for District Judge Edward J. Keating who is ill.

Graham was scheduled to be arraigned on formal charges of slaying his mother, Mrs. Daisie King, 54, 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 25 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 11 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 slayers in modern criminal history, was one of tense drama.

### Southern Films Scheduled

A film program, "The Southern States," will be presented at Decker branch library, E. Florida ave. and S. Logan st., at 7:45 p. m. Friday. The films will be "New Horizons" and "Louisiana—First Chapter." The program will be free.

More than a score of photographers, operating motion picture and still cameras, followed Graham's progress from a sheriff's car, which brought him from County Jail, to the courtroom.

### PRESS PARLEY

Before proceeding with the arraignment, Judge Noland held a brief press conference in his chambers. He permitted photographers to take pictures without flash bulbs in the courtroom, but banned direct tape recording of the proceedings.

Every available seat in the courtroom was taken while other hundreds crowded the corridor. Taking the bench, Judge Noland warned the spectators against any demonstrations.

After leg irons and handcuffs were removed, Graham was brought before the bench. Flanking him were Undersheriff Charles Rudd, Sheriff Capt. Logan Ketcham and Lt. Robert Stratton.

Wearing a neatly pressed gray suit, the burr-headed, husky defendant shuffled through the long gauntlet of spectators with head bowed, a pouting sullen expression on his face. He kept his head bowed through the brief court proceedings.

### 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 charges.

Dist. Atty. Bert Keating objected to a 30-day delay. He suggested only 10 days, and if that wasn't sufficient time, 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 sir," when Judge Holland asked him if he had counsel for the preliminary hearing.

## Christmas Displays Open Monday

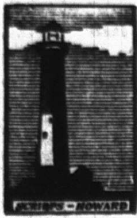
On Monday the downtown area will be ablaze with color and festivity. The gala opening of the Christmas windows will include Nativity and fantasy scenes and other displays traditional to Christmas—new ideas for the ever-present gift problem.

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

This opening follows the holiday shopping hours, which now include Monday and Thursday times of 9:15 a. m. to 9 p. m. on Friday, 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.

(Concluded on Page 16)





# Rocky Mountain News

A Scripps-Howard Newspaper

Colorado's First Newspaper—Founded in 1859

96TH YEAR: NO. 323

Published every morning by Denver Publishing Co.  
Entered as second class matter, postoffice, Denver.

DENVER, COLO., SATURDAY, NOV. 19, 1955

SUNRISE

EDITION

★★★★★

FORECAST:

Fair and Warm

PRICE 5 CENTS

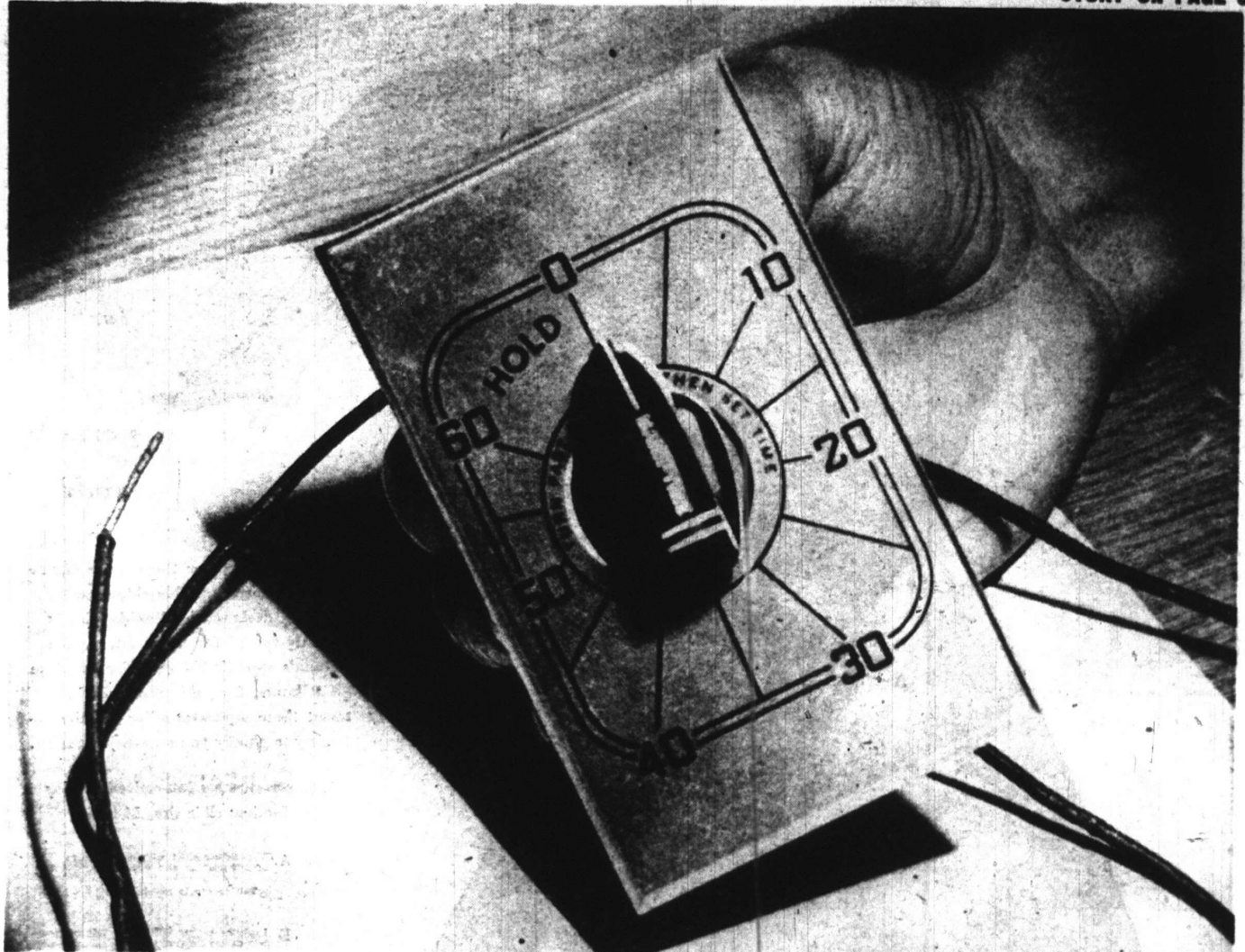
68 PAGES

## 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

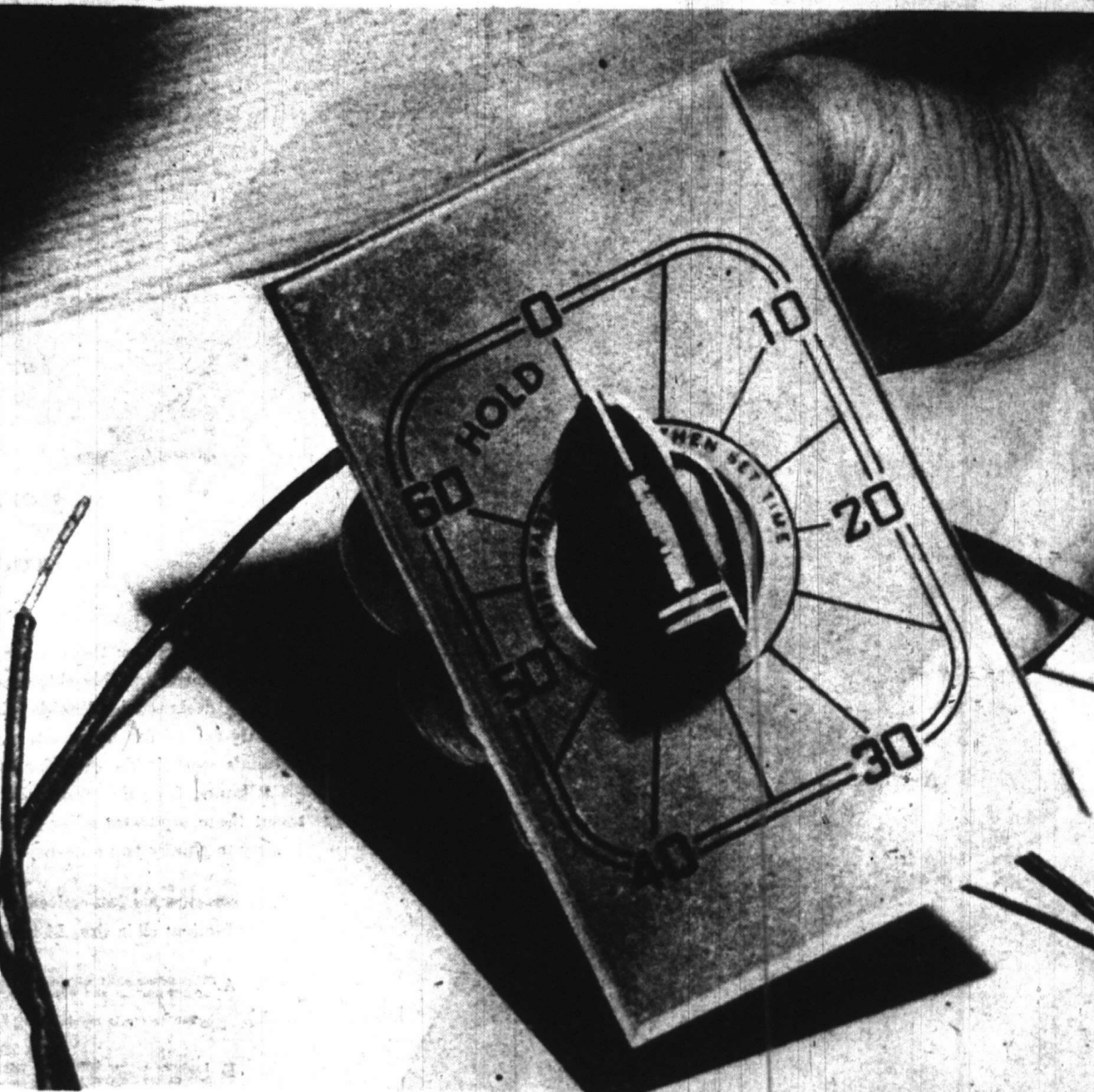
John Gilbert Graham, 23, purchased it. This type device holds a maximum time of 60 minutes, but electricians said it could be adjusted to run longer. Graham, in his confession, said he set the timer for 90 minutes. Graham has confessed placing the

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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timing device—attached—in the luggage of his mother, Mrs. Graham, 54, before she boarded the plane at the airport field. The bomb exploded when the plane took off. All aboard were killed.

—Rocky Mountain News

## ... Is Feared Dead in Crash of 2 Air Academy



# Football Scores

Details on these and all other top contests in the great all-star 10-page Sports Section that begins on Page 82.

|                 |                   |                   |                     |               |                    |
|-----------------|-------------------|-------------------|---------------------|---------------|--------------------|
| Oklahoma ... 41 | Colorado ... 40   | Colo. A&M ... 35  | Colo. Mines ... 27  | UCLA ... 17   | Syracuse ... 20    |
| Nebraska ... 0  | Iowa State ... 0  | BYU ... 0         | Colo. College ... 7 | USC ... 7     | W. Virginia ... 13 |
| LSU ... 13      | Notre Dame ... 17 | Ohio State ... 17 | Mich. State ... 33  | Yale ... 21   | Princeton ... 6    |
| Arkansas ... 7  | Iowa ... 14       | Michigan ... 0    | Marquette ... 0     | Harvard ... 7 | Dartmouth ... 3    |



## Rocky Mountain News

A Scripps-Howard Newspaper

SUNRISE EDITION

★★★★★  
FORECAST: Generally Fair

PRICE **10** CENTS  
176 PAGES

96TH YEAR: NO. 324

Published every morning by Denver Publishing Co.  
Entered as second class matter, postoffice, Denver.

DENVER, COLO., SUNDAY, NOV. 20, 1955

### News Finds Where Graham Got Explosive

# DYNAMITE BOUGHT IN KREMLING!

—STORY ON PAGE 5

#### 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 KLZ-TV 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 Playboy 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 353rd 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 par-

ticipated in a telethon Saturday night for the benefit of Billy and other muscular dystrophy victims.

—Rocky Mountain News Photo by Bill Peery.



...facing Logan st., would crash into the street below.  
Three high-pressure hoses shot their tremendous streams against

...falling walls and roof, Feldman ordered firemen to stay out of the ancient brick and wooden building.

...An ambulance stood by, but fortunately was not needed. Public Service Co. trucks entered the area to cut off power to the stricken building and watch for

...He sent in a second alarm almost immediately and this was followed by a third alarm ordered by Feldman when it

...classes were started there.  
The present Cathedral was erected at E. Colfax ave. and Logan st. in 1907, and the sisters moved to their convent a few years later.

## Confessed Dynamite Slayer of 44 Worked 6 Days at Electric Firm

# Graham Got Job to Learn How to Rig Bomb

By BILL JONES

Rocky Mountain News Writer

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John Gilbert Graham worked six days last month in a Denver electric shop learning electric fundamentals which could qualify him to rig a time bomb.

Graham, who confessed setting the time bomb which destroyed a United Air Lines plane carrying 44 persons, earned \$1.50 an hour while learning the "trade." The Rocky Mountain News learned Sunday.

His employment at the Ward Electric Co. at 1116 10th st. began Oct. 10—3½ weeks before the fatal explosion aboard the United craft 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, "that he owned two drive-in restaurants and could make more money working in other places.

"I asked him, then, 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.

"He told me that he had some motors and fans and things like that in his restaurant which occasionally needed repairs."

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."

Ward explained most of his timers were for 24 hours. The actual timing device aboard the

**Mrs. 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.

"We 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 more 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

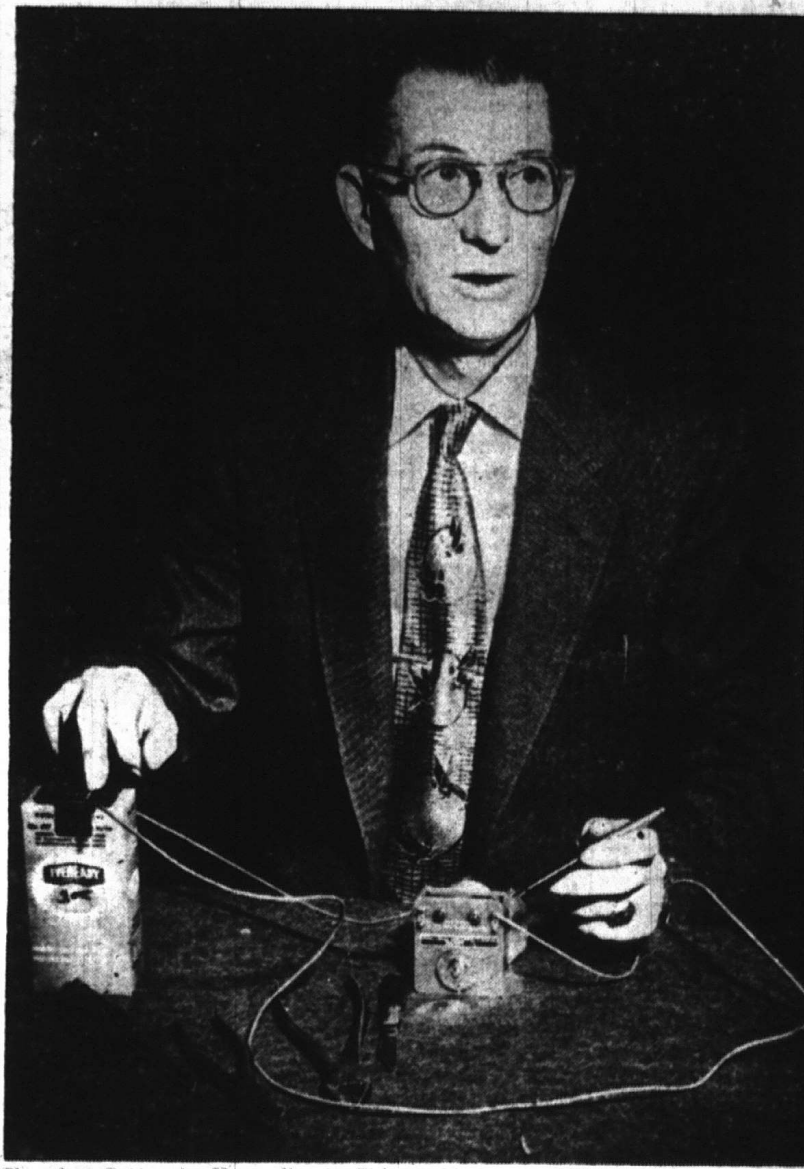
"However, it developed, he wasn't too experienced. So, I called him into the office and told him I was going to pay him \$1.50 an hour instead of the \$2.15 an experienced man would get.

"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.

Lee and Lyman Brown, owners of the Brown Bros. Super Sav-R



Damon Ward, Denver electric shop owner, demonstrates circuit wiring that could be used in a time bomb. Ward disclosed Sunday that John Gilbert Graham, who confessed setting the dynamite bomb which blew up a United Air Lines plane Nov. 1, asked him about buying a timing device after working a few days in the Ward Electric Co. shop at 1116 10th st. The shop owner said Graham told him he could make more money working elsewhere, but that he "needed the electrical experience."

—Rocky Mountain News Photo by Bob Talkin.

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 sold Graham a timing device.

Joseph T. Grande, an employe at the Ryall Electric Supply Co. at

(Concluded on Page 16)