

THE MOTORCADE ROUTE

In Chapter II of the Report, "The Assassination," the subsection entitled "The Motorcade Route" begins on p.31. In it, by innuendo, the commission seeks to establish that Oswald knew the route that would be taken by the motorcade, knew that it would take the motorcade right past his building, hence he went home the night before, got his rifle, and came back just to commit the assassination - all because he and everybody else in Dallas knew all the particulars of the motorcade. The truth of the matter is that there was always conflict in the papers. On pp.39-40, the Commission itself quotes 4 accounts in the Dallas papers from Nov. 15-19, only two of which state the motorcade was going to go from Main to Elm at Houston. The next account quoted from the Dallas Morning News of the 20th, a front-page story, said the route would include "Main and Stemmons Freeway." Although the Commission avoids saying it, this specifically says Main Street and not at any point Elm Street. Then, in what is an unfortunately typical departure from fact and flippancy with the evidence, the Commission, on p.40 of the Report, says, "On the morning of the President's arrival, the Morning News noted that the motorcade would travel through downtown Dallas onto the Stemmons Freeway, and reported that 'the motorcade will travel slowly so that crowds can "get a good view" of the President and his wife'."

I have a copy of the front page of the Dallas Morning News of November 22, 1963, obtained from the Library of Congress, and on the second and third columns of the front page is a chart entitled in bold-face type, "Presidential motorcade route." This map of the route shows no departure from Main Street from the time of the turn onto it from Harwood until the time off of it at the triple underpass. In addition, the map specifically states that the turn from Main St. would be at the triple underpass. Not only is the Commission here less than

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honest in its representation of what the Dallas morning papers for the morning of the assassination carried, it goes farther and misrepresents what the paper does say. The entire front page is devoted to the President's visit with a 7-column double headline across the top of the page, reading, "Storm of political controversy swirls around Kennedy on visit."

From this entire page, the Commission quotes only the tiny fragment that says the motorcade will go slowly enough for the people to see the President. The inference is clear and unmistakable, that Oswald saw this and knew he would have a good shot at the President because the motorcade was going unusually slowly.

The lack of honesty is more pronounced with regard to the map to which there is absolutely no reference in the Report. The reason is clear. The map says exactly the opposite of what the Commission was trying to say in the report, that Oswald knew of the route, that the route was certain, that Oswald knew ^{that} by going home and getting his gun he would have a clear shot at the President from the Depository. And this map proves exactly the opposite.

Even on the point raised by the Commission, that normally traffic does not turn from Main into the Stemmons Freeway, this map is specific in showing that on the occasion of the President's visit, the motorcade would do precisely what the Commission said it would not do, and that was to turn off of Main St. precisely at the triple overpass.

Of course, the Commission has not shown that Oswald was a regular reader of the paper. Its reconstruction of his finances makes no provision ^{for} the regular purchase of the local paper. None of its witnesses testified that as of the time of the assassination Oswald bought or, in fact, read any of the newspapers of that period. But if Oswald

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did read the paper, the best he could find was lack of agreement on the route, and the only map he could have seen would have told him the President was not coming past the Depository Building.