The strange case of the

CIA WIDOWS

CIA, PART 2: Every two weeks, the widows of four Americans who died at the Bay of Pigs receive checks for $245. But they are afraid to ask too many questions, or the mysterious payments may stop.

BY DAVID WISE AND THOMAS B. ROSS

THE CASE OF THE four CIA widows is, in some respects, a twentieth-century tragedy. These women, whose husbands died at the Bay of Pigs during the Cuban invasion of 1961, were living in Birmingham, Ala., two years later, in an atmosphere of fear that had nothing to do with the city's racial troubles.

Partly, their fear could be traced to an unseen hand that sent each of them, every two weeks, a check for $245. There was fear that if they said too much, the same invisible hand might cut off the payments. For one of the widows, Mrs. Margaret H. Ray, a soft-spoken, attractive brunette, the anxiety was deepened by the thought of lie-detector tests, the suspicion that her telephone was being tapped and that she was under surveillance. Were these merely the imaginings of a distraught widow alone in the world with her two young children? Perhaps. And then again, perhaps not.

The husbands of these four women were Thomas Willard Ray, Leo Francis Baker, Riley W. Shamburger, Jr., and Wade Carroll Gray —American CIA airmen who died on April 19, 1961, while flying in combat at the Bay of Pigs.

One key to the mystery of all that has since happened to the Birmingham widows could be found in a small two-story building on a quiet, palm-lined street in Miami Springs, Fla., not far north of Miami International Airport. It was, the sign out front proclaimed, the law office of Alex E. Carlson.

Carlson, a big, blond, heavy-set man, had seen three years of combat during World War II. After the war, he received his bachelor's degree in Spanish from the University of Michigan, and by 1952 was finishing law school at the University of Miami. That year, he went to Chile on an exchange scholarship. He then returned and set up practice in Miami Springs. Some of his clients appeared to be obscure airline and air-cargo firms operating out of Miami International Airport.

But Carlson's most intriguing business activity was the Double-Chek Corporation. According to the records of the Florida secretary of state, this firm was incorporated on May 14, 1959, and "brokerage is the general nature of business engaged in." As of 1963, the officers

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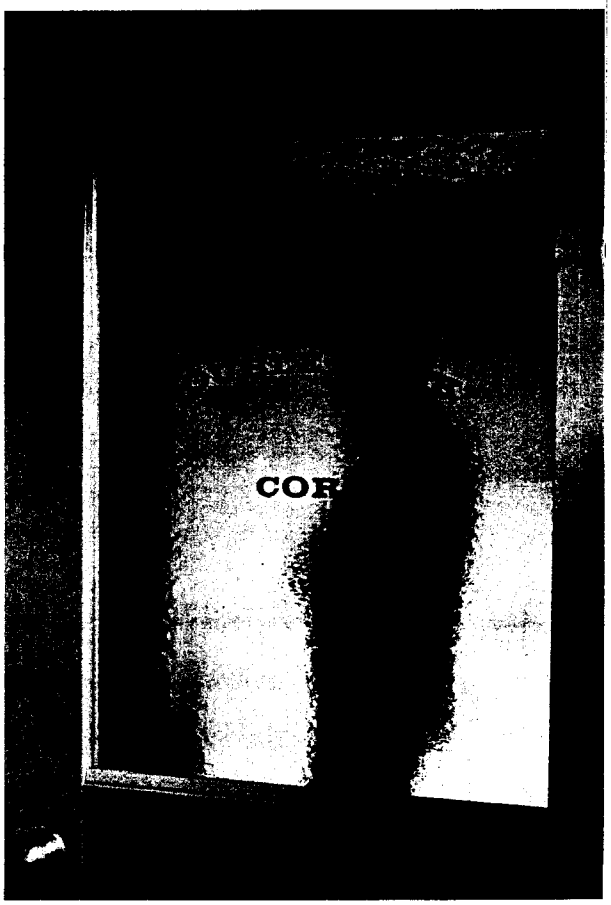

The Double-Chek Corporation never really existed, except on paper. Hence, this picture is not real either. It is a phantom illustration of a phantom organization.

of the Double-Chek Corporation were listed as "Alex E. Carlson, President, 145 Curtiss Parkway, Miami Springs" (the address of Carlson's law office); "Earl Sanders, Vice-President, same address; Margery Carlson, Secretary-Treasurer, same address." The "resident agent" was listed as "Wesley R. Pillsbury," again at the same address.

In 1960, the Central Intelligence Agency, having been given the green light by President Dwight D. Eisenhower to organize Cuban exiles, began looking about for American pilots to serve as pilot instructors. Because the exiles would be using B-26's, the agency wanted Americans who had flown the plane in wartime. The CIA decided to do its recruiting through Alex E. Carlson and the Double-Chek Corporation. (The agency uses cover of this sort when it recruits pilots.) To find the men, the CIA turned to the Air National Guard in Alabama, Virginia and Arkansas, the last state units to fly the obsolescent B-26. From these states, some two dozen airmen were signed up, through Double-Chek. The majority were from Alabama, mainly from the Birmingham area. Gen. Reid Doster, the congenial, tough-looking commanding general of the Alabama Air National Guard, was a key man in this CIA operation. Doster asked for—and received—leaves of absence for himself and about a dozen of his guardsmen. They and Doster entered into contracts with the CIA.

Each of the American pilots was sworn to secrecy by the CIA, with the exception of Doster, who gave his word as a general officer. All pledged they would never talk about what happened during their secret assignment. Four of the men did not return:

Thomas Willard (Pete) Ray, aged 30 when he died, was born in Birmingham on March 15, 1931. He served in the Air Force from 1950 to 1952. In December of that year, Ray joined the Hayes International Corporation, a large aircraft modification company with its main plant at the Birmingham airport. Ray was a technical inspector at Hayes, but he kept up his pilot's proficiency by flying B-26's and F-84's in the Alabama National Guard. He married Margaret Hayden, whom he had begun dating in high school, and they had two children—Thomas, a crew-cut, blond-haired boy, eight when his father died, and Janet Joy, six.

Ray took leave from Hayes in 1960, and for a year before he joined the CIA, was on active duty at Fort Rucker, 170 miles south of Birmingham. In January, 1961, Ray received a telephone call. He told his wife he would be leaving to go to a "combined service school." On February 5, 1961, Mrs. Ray and the children moved from their home in Center Point, a Birmingham suburb, into her mother's home in Birmingham. Her husband left the same day. He did not say where he was going. He told his wife she could write to him at this address: c/o Joseph Greenland, Box 7924, Main Post Office, Chicago, Ill. (There was no Joseph Greenland listed in the Chicago telephone directory in 1960, 1961 or 1962. The box was a CIA mail drop; the CIA official who selected "Greenland" apparently was unable to resist choosing a code name suggested by the verdant tropical vegetation of the target island.)

Margaret wrote to her husband c/o Joseph Greenland, and he wrote back, with his letters bearing the return addresses of different Air Force bases. Pete came home only once, on April 10, for a two-day visit; he had a deep suntan. During that stay, he did not tell his wife what he was doing, but she had begun to piece it together from newspaper stories and her own suspicions. She gave voice to these suspicions. "If you've learned anything," he told her, "keep your mouth shut, because they are thinking of giving lie-detector tests to the wives." He indicated that "they" might do this in order to check on whether there had been any security leaks at home in Birmingham.

On April 15, Margaret was fixing a girl friend's hair at her mother's house when her friend showed her a newspaper telling of the B-26 strike against Cuba. Margaret's hands began to tremble.

CIA continued

"Watch the newspapers early in May," one of the pilots told his wife during their last meeting

Leo Francis Baker, 34 at the time he died, was a native of Boston. A short, dark-haired, handsome man, he was thought to be Italian by many of his friends because of his appearance and because he owned two pizza shops in the Birmingham area. Actually, he was the son of a French mother and a father who came from Newfoundland. He entered the Air Force in 1944, served as a flight engineer and was discharged as a technical sergeant. He married, and was divorced. There was one daughter, Teresa. Baker flew in the Korean War, then, on Lincoln's Birthday, 1957, joined Hayes as a flight engineer. He also started a pizza shop in the East Lake section. The following year, an attractive, blue-eyed brunette named Catherine Walker walked into Leo's Pizza Shop. He hired her on the spot. They were married on August 12, 1959.

That December, Baker was laid off by Hayes. But he bought a second pizza shop, in suburban Homewood. Cathy managed one; Leo, the other. He worked hard—he could not abide lazy people—and his small restaurant business prospered. They had two children: Beth, born April 22, 1960, and Mary, who never saw her father. She was born September 26, 1961, six months after his death.

In January, 1961, Leo Baker went to Boston for his father's funeral. He told Cathy he was expecting a phone call, and it came while he was gone. Late in January, Baker left home. He did not tell Cathy where he was going, but he said she could write to him c/o Joseph Greenland at the Chicago address. His return mail came once from Washington, D. C., but was usually postmarked Fort Lauderdale, Fla. A picture postcard from the Florida city showed a motel with a tropical-fish pool, and one weekend, Leo returned to Birmingham carrying a plastic bag of tropical fish.

Baker told his wife he was dropping supplies over Cuba and training pilots. Every two or three weeks, he would come home briefly. Two weeks before Easter, he returned for the last time. He arrived on a Saturday and left on a Sunday; that was the last Cathy ever saw of him. "Watch the newspapers early in May," were among the parting words he spoke to her.

Riley W. Shamburger, Jr., the oldest of the four fliers, was born in Birmingham on November 17, 1924. He and Marion Jane Graves dated for 12 years, through grammar school and Woodlawn High, before their marriage. After Pearl Harbor, Shamburger quit high school to join the Air Force. (When the war ended, he returned and got his diploma.) A combat pilot in World War II and Korea, Shamburger was a big, breezy extrovert, with 15,000 hours in the air and 18 years of flying experience by 1961. A test pilot at Hayes, he was also a major in the Alabama Air National Guard and its operations officer at the Birmingham airfield. He was a good friend of General Doster.

Shamburger owned a substantial home in East Lake. The Shamburgers were part of a beer-and-barbecue crowd of Air Guardsmen and their wives who frequently socialized together. Aside from flying, Riley liked nothing better than to sit in front of the TV set with a case of beer, eating his favorite food, "parched" (roasted) peanuts. And he liked to barbecue pork chops.

Early in 1961, Riley told his wife, "I'm going to be away at school for three months." He did not say where he was going, but about once a week, he returned to Birmingham. He and Doster would fly in together. Sometimes, they would bring news of other Birmingham acquaintances who were part of the mysterious operation. Once, when Riley returned for a visit, he told how the boys had rigged up a beer joint in Central America named after their favorite Birmingham bar. Shortly before the invasion, Marion sent Riley a present—a cigar box full of parched peanuts.

Wade Carroll Gray, born in Birmingham on March 1, 1928, and 33 when he died, had also once been employed at Hayes, as a radio

continued

and electronics technician. He married his pretty wife Violet on December 14, 1946, and they settled down in Pinson, a suburb where Wade had lived most of his life. They had no children. When Wade left home on February 5, 1961—the same day that Pete Ray said good-bye to Margaret—he told his wife that he was going to Texas to test planes. He said that the project was secret and that he could say no more. Gray first returned home for a visit in early March, 1961. He, too, told his wife to write c/o Joseph Greenland. Some of the letters Violet Gray sent were returned to her with her husband's effects after his death. Among these effects were matchbooks indicating he had been in both Guatemala and Nicaragua.

This, then, was the background of the four American airmen who volunteered to fly B-26's over the beaches at the Bay of Pigs on April 19 to relieve exhausted Cuban exile pilots.

Shortly before they took off from Puerto Cabezas, Nicaragua, the four CIA fliers—two to a plane—were told they would receive air support from carrier-based Navy jets. (The word had been flashed to them by Richard Bissell, a deputy director of the CIA, after President Kennedy authorized unmarked Navy jets to fly for one hour at dawn.) Because of a mix-up over time zones, the B-26's got to the Bay of Pigs after the Navy jets had already gone. Exactly how the two planes were shot down is a subject of varying accounts, but most versions agree that Shamburger and Gray crashed at sea, and Ray and Baker, inland.

Some evidence that Ray and Baker did crash on Cuban soil was provided on the morning of April 19, 1961. At 10:30 a.m. Havana time, Radio Havana broadcast: "We give you official government communiqué No. 3. The participation of the United States in the aggression against Cuba was dramatically proved this morning, when our antiaircraft batteries brought down a U.S. military plane piloted by a U.S. airman, who was bombing the civilian population and our infantry forces in the area of the Australia Central [a sugar mill]. The attacking U.S. pilot, whose body is in the hands of the [Castro] revolutionary forces, was named Leo Francis Bell. His documents reveal his flight license number, 08323-LM, which expires 24 December 1962. His Social Security card is numbered 014-07-6921. His motor vehicle registration was issued to 100 Nassau Street, Boston 14, Massachusetts. The registered address of the Yankee pilot is 48 Beacon Street, Boston. His height is five feet six inches."

A Havana wire-service dispatch identified the pilot as Leo Francis Berliss. Another story had it as Berle.

In Oklahoma City, the Federal Aviation Agency said it had no record at its headquarters there of the pilot's license reported by Havana. The license numbering system, the FAA added, "isn't like that." Reporters in Boston who checked the Beacon Street address found an apartment house. None of the residents had ever heard of Leo Francis Berliss. The State Department said it had no one by that name in either the civilian or military branch of the government.

What Fidel Castro had in his hands, of course, were Leo Baker's CIA-prepared credentials, made out with a fake last name. (The height, five feet six inches, was Baker's actual height.) Presumably, the papers were recovered from Baker's body after the bomber crashed. CIA clandestine officers frequently have bogus papers.

One week later, on April 26, Margaret Ray received a visit from Thomas F. McDowell, a Birmingham lawyer, accompanied by another man. They told Mrs. Ray that it was believed her husband had been lost at sea in a C-46 transport plane, and asked her to tell no one. They indicated there was a slim chance he might still be alive.

For the next week, Margaret Ray went about her normal life, going to church, to the PTA, to the supermarket. On Wednesday, May 3, she was again visited by McDowell. This time, he brought with him a big, blond man he introduced as an attorney from Miami. His name was Alex E. Carlson. The two repeated the story about the C-46, but this time, they said there was no longer any hope that her husband was alive.

On Thursday, May 4, Carlson held a press conference in Birmingham. He announced that the four fliers were missing and presumed dead after their C-46 had left on a cargo mission from an airstrip somewhere in Central America. Carlson said he was an attorney representing the Double-Chek Corporation of Miami. He said Double-Chek had put some anti-Castro Cubans in touch with the fliers early in April. Carlson did not say whether the four had flown in the invasion. "They were told to use the radio only in case of emergency," said Carlson. "Then they reported one engine had gone out and they were losing altitude. That was the last they have been heard from."

CIA continued

One widow received matchbooks indicating that her husband had been in Nicaragua and Guatemala

Carlson said the Double-Chek Corporation had contacted the four on behalf of an organization that requested its identity remain confidential. "But it is presumed to be an exiled group of Cubans," Carlson noted. He said that Double-Chek had hired the four at a monthly salary to fly cargo. "These men knew what they were getting into," he added. "It was a calculated risk. If they came back, they had a nice nest egg."

The four widows were embittered by Carlson's words at the press conference. "Riley wasn't a soldier of fortune," Mrs. Shamburger said. "He didn't do this for the money. He was a test pilot at Hayes, and was paid a good salary there. He was also an operations officer for the Air National Guard."

Mrs. Gray told a newspaper interviewer her husband was no soldier of fortune either. She said he was paid $1,990 a month during the short period he was away. She, too, had been visited by Carlson. "He said my husband was dead and to start life anew. He said they had spotted one of the plane's engines floating in the water. I didn't think engines floated."

"They knew what they were getting into, but I didn't," said the third widow, Mrs. Baker.

Three days after he returned to Miami, Carlson told the press he was sure the C-46 had been flying a support mission for the Cuban invasion. But he said the mission had no connection with the main exile organization, the Democratic Revolutionary Front. "There are many so-called fronts and wealthy individuals, all anxious to do their part,"

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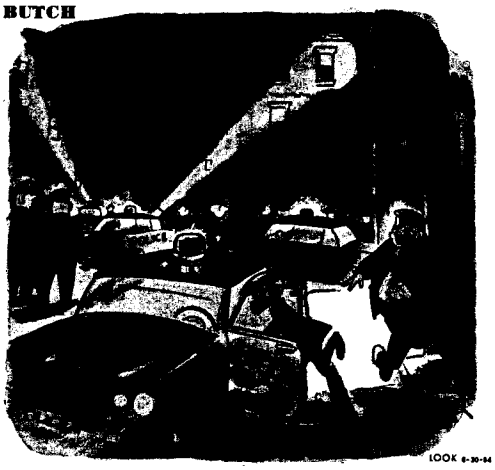

LOOK 6-30-64

"As long as they're mad, they might as well be good and mad."

CIA continued

Since May, 1961, each widow has received over $6,000 a year from an unknown source

he announced to reporters. "This was a small group." Carlson's partner in Double-Chek, Raymond W. Cox, told Miami newspapermen that the corporation originally was formed to buy a race horse. He said he knew nothing about any fliers.

Shortly after Carlson's appearance in Birmingham in May, 1961, mysterious checks began arriving for the four widows. At first, the checks were issued by the Hialeah-Miami Springs Bank and were signed by Carlson. Soon afterward, they began coming from the Bankers Trust Company of New York, simply signed by an officer of the bank. They arrived every two weeks. At first, the payments were $225. Later, they were increased to $245, or a bit more than $6,000 a year for each widow. The checks were drawn on a trust fund set up at the bank, but there was no indication of the source.

Obviously, however, the money came from the CIA. On May 17, 1961, Carlson wrote to Cathy Baker on his law-office letterhead. He enclosed a cashier's check for $1,990 and wrote: "Double Check Corporation has decided to extend the regular monthly salary through the 4th day of June, 1961, but is regretably convinced of the finality of your husband's fate. Nevertheless, beginning June 5th, on a monthly basis, you will receive regular benefit allotments, as provided for by your husband's employment contract. Again let me express my sincere feelings of condolance in your time of bereavement, and should you have any questions or problems, please feel free to call upon our attorneys in Birmingham for help." [The words "regrettably" and "condolence" were misspelled.] The letter was signed: "Very truly yours, Alex E. Carlson, Attorney for Double-Check."

Peculiarly, Carlson seemed unsure both in this typed letter and in numerous public statements whether the firm of which he was president was called Double Check, Double-Check (as he wrote to Mrs. Baker) or Double-Chek (as it was incorporated in the State of Florida).

By "our attorneys in Birmingham," Carlson meant McDowell, who continued to act as a sort of self-appointed overseer of the widows' affairs. McDowell was able to obtain death certificates for the four fliers; he kept them in his safe in Room 533 of the Frank Nelson Building in downtown Birmingham. The widows were under the impression that McDowell had a background in Naval Intelligence, and believed that he had something to do with the checks they received.

As this surrealistic chain of events unfolded, Riley Shamburger's mother, who refused to believe he was dead, carried on an energetic correspondence with the Federal Government. Mrs. Shamburger began by writing to the State Department, and received a reply, dated August 11, 1961, from Denman F. Stanfield, acting chief of the Protection and Representation Division:

"Reference is made to your letter of July 9, 1961, concerning the welfare and whereabouts of your son. If you will provide your son's full name, date and place of birth, last known address here or abroad, and any other pertinent information that would assist in locating him, the Department would be pleased to make inquiries."

Shortly afterward, she received a letter, dated September 14, 1961, from Maj. Sidney Ormerod, United States Air Force, Division of Administrative Services. This one was briskly efficient: "(1) Your letters to the Department of State concerning your son have been referred to me for reply. (2) The records in this office do not contain the circumstances surrounding your son's accident. At the time he was not on active duty in his military status. (3) For more detailed information it is suggested you contact the Hayes Aircraft Corp., Birmingham, Alabama, since he was under their jurisdiction at the time in question. (4) I regret that I was unable to be of assistance to you in this matter."

The letter was deceptive. At "the time in question," Riley Shamburger was flying for the CIA. He was certainly not testing aircraft

for Hayes over the Bay of Pigs. Hayes was not notably communicative about the case of the four pilots. When one of the authors of this article asked for information on the background of the four men, who had worked for the company for many years, a Hayes public-relations spokesman stated he could give out no information: "The matter is closed as far as we are concerned."

A lesser woman might have been discouraged by this, but Mrs. Shamburger was not. The following year, she wrote to John A. McCone, Director of the CIA. She received a reply, dated July 14, 1962, on CIA stationery and signed by Marshall S. Carter, Lieutenant General, United States Army, Acting Director. It said: "In Mr. McCone's absence, I am replying to your letter of June, 1962, requesting information concerning your son. I am sorry to disappoint you, but this agency is unable to furnish you any such information. Also, we have made inquiries of other government departments, and these, too, have no pertinent information. We have every sympathy for you in your natural concern for the fate of your son, and I am sorry as I can be that we cannot help. Please be assured that if at any time we are able to furnish information we will contact you promptly."

Mrs. Shamburger still did not give up. She wrote to the President of the United States. On October 4, 1962, Brig. Gen. Godfrey T. McHugh, Air Force Aide to President Kennedy, replied: ". . . If any information is ever obtained on the circumstances surrounding the loss of your son, you will be informed immediately. Unfortunately, at present neither CIA nor any other government agency possesses the slightest pertinent information on your son's disappearance. . . ."

Riley Shamburger's mother was determined to keep trying. "I am not going to give up," she said. "They take your boy away and never let you know what happened."

Mrs. Shamburger's correspondence with the Federal bureaucracy went on behind the scenes. After the brief flurry of publicity right after the Bay of Pigs, the story of the four missing Americans dropped out of the news for almost two years—until it reappeared dramatically on February 25, 1963, when Sen. Everett M. Dirksen, Senate minority leader, revealed that four American fliers had been killed at the Bay of Pigs. Dirksen's disclosure was extremely embarrassing for the Kennedy Administration. On April 12, 1961, five days before the invasion, President Kennedy had said: "This government will do everything it possibly can, and I think it can meet its responsibilities, to make sure that there are no Americans involved in any actions inside Cuba." And on January 21, 1963, Attorney General Robert F. Kennedy had said in an interview that no Americans died at the Bay of Pigs.

In this interview and a similar one with *U.S. News & World Report*, Robert Kennedy had said something else of greater, historic sig-

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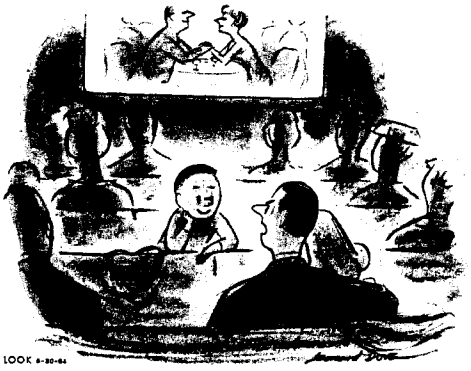

LOOK 6-30-64

"I'll give you seventy-five cents to go home."

CIA continued

The man who recruited the pilots said they were motivated by "their beliefs and... compensation."

nificance. This was the first time a ranking official of the Government admitted clearly, and on the record, that the Bay of Pigs was a United States operation. "The President had to give approval to the plan," Kennedy said. He added that the Joint Chiefs "did approve it, although responsibility for the planning lay primarily with the CIA."

After Dirksen's statement, newspapermen sought out the elder Mrs. Shamburger. "If no Americans were involved," she said, with obvious reference to statements by the President and the Attorney General, "where is my son?" She said she had written to the President about her son, "but he evaded my question."

The White House was alarmed. Andrew T. Hatcher, the assistant Presidential press secretary, issued a statement. General McHugh had answered Mrs. Shamburger's letter, Hatcher explained. "At the direction of the President," he said, "the general extended the President's heartfelt sympathy and explained that the Government had, unfortunately, no information to add to that which had been conveyed to Mrs. Shamburger before. We are informed that representatives of the organization which employed Mr. Shamburger reported her son's death, and as much as is known of the circumstances, to Mrs. Shamburger in the spring of 1962."

However, the White House did not make public the actual text of the letter to Mrs. Shamburger, in which McHugh had said that "at present neither CIA nor any other government agency possesses the slightest pertinent information on your son's disappearance."

Sen. Mike Mansfield, the Democratic leader of the Senate, tried to blunt Dirksen's political thrust. He noted that Carlson's announcement in Birmingham on May 4, 1961 (the false cover story about the C-46) had been carried at the time (as a four-paragraph item) in the New York *Times*. There was nothing new about the story, Mansfield declared. He also said that a few selected members of Congress had been told at the time that four Americans were killed in the invasion.

On March 4, 1963, following the Dirksen disclosure, Carlson told newspapermen that a "Central American group authorized Double-Chek to set up a trust fund for payments in case the men died. Now the widows receive these disbursements." The four men, he now said, "never were considered soldiers of fortune. They knew they were going into hazardous duty, involving anti-Castro tasks, but were motivated both by their beliefs and by attractive compensation."

Two days later, on March 6, the Kennedy Administration, under pressure, finally made its first oblique admission of the real role of the four airmen, at a Presidential press conference:

Q. "Mr. President, can you say whether the four Americans who died in the Bay of Pigs invasion were employees of the Government or the CIA?"

A. "Well, I would say that there are a good many Americans in the last fifteen years who have served their country in a good many different ways, a good many abroad. Some of them have lost their lives. . . . Let me say just about these four men: They were serving their country. The flight that cost them their lives was a volunteer flight, and that while because of the nature of their work it has not been a matter of public record, as it might be in the case of soldiers or sailors, I can say that they were serving their country. . . ."

The Administration found itself in an awkward dilemma. It could not admit very much more about the four fliers, because to do so would be to admit that it had misled Mrs. Shamburger and had kept the truth from the American public. And if it opened up the record on the four men, the action would lead directly to questions about why the carrier-based Navy jets and the B-26's had not arrived over the beaches together. Such questions, in turn, would raise the further question of why the President, having stated on April 12, 1961, that

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PHOTOQUIZ ANSWERS

(See page 88) 1—Rex Harrison and Elizabeth Taylor. 2—Charlton Heston and Sophia Loren. 3—Elizabeth Taylor and Montgomery Clift. 4—Montgomery Clift and Shelley Winters. 5—Paul Newman and Elke Sommer. 6—William Holden and Audrey Hepburn. 7—Jane Fonda and Efrem Zimbalist, Jr. 8—Gregory Peck and Ava Gardner. 9—Tony Perkins and Melina Mercouri. 10—Cary Grant and Ingrid Bergman.

CIA continued

Three years later, the widows had nothing official to explain their husbands' deaths

"United States armed forces" would not be used "under any conditions," had relented seven days later to the extent of permitting one hour of air support over the Bay of Pigs by unmarked U.S. Navy jets.

In short, by March, 1963, the case of the four CIA fliers held the key to a host of explosively difficult questions for the White House. But these were political questions. Suppression of information about the fliers was justifiable only if national security was involved. The need for security before the Bay of Pigs operation was understandable. It might be argued that in the immediate aftermath of the invasion, fuzzing up the role of the fliers was necessary in order to protect the position of the United States. But once the invasion role of the United States—and the CIA—was freely and publicly conceded by Robert Kennedy in 1963, it is difficult to see how security could any longer have been a factor in cloaking the story of the four men.

Carlson was still sticking to his script. In a private interview in Miami Springs in the summer of 1963, he said that he continued to feel that the four men were, basically, flying for money. He pulled out a thick file and, consulting it, said that Shamburger and Ray had been paid $2,200 a month, Gray $1,500 and Baker $1,700.

"Double-Chek was contacted back in 1960 by a Central American front," Carlson explained. But a moment later, he said the "recruiters," whom he refused to identify, "appeared to be American businessmen." They had been recommended to him, Carlson said, by "someone at the Miami airport," whom he declined to identify.

Carlson said Double-Chek had originally been formed to hold real estate for a client. "I was listed as president to protect the identity of my client." The client, he said, "came from Czechoslovakia and that's where he got the idea for the name." Carlson commented that Cox's story about a race horse was just a bit of "jazz."

Carlson professed to know nothing about the source of the money for the widows' checks. He said the "trust account" was established at Bankers Trust in New York. "I believe there is a lump sum set up there, and the interest is what's paying the ladies."

Three years after the Bay of Pigs, the Birmingham widows had received no acknowledgment from the Government about their husbands. They had received no written notification that their husbands died while employed by—and fighting for—the United States. They had nothing official to show their children to explain their fathers' deaths.

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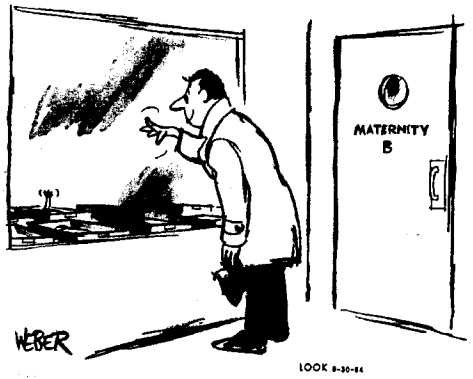

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