

night before the assassination, in the narrative she wrote when first put under protective custody she indicated (18H638) that he knew nothing about the events of the next day: "Only when I told him Kennedy was coming the next day to Dallas and asked how I could see him - on television, of course - he answered that he did not know."

Fellow employee James Jarman, Jr., met Oswald on the first floor near a window during the morning of the assassination. He testified: "Well, he was standing up in the window and I went to the window also, and he asked me what were the people gathering around on the corner for, and I told him that the President was supposed to pass that morning, and he asked me did I know which way he was coming, and I told him, yes; he probably come down Main and turn on Houston and then back again on Elm. Then he said, 'Oh, I see,' and that was all" (3H201).

There is nothing here in the Report to indicate Oswald had even this much belated interest in or knowledge of the motorcade. Naturally, the Report could not have quoted what evidence the Commission had because it was opposed to the presumption the Report made, about which there was no evidence. With regard to the route of the motorcade, the Report is on even shakier ground, for it had to presume not only that Oswald knew about it, but that he knew the exact route, directly in front of the Depository Building. But it could not make a totally unsupported presumption of the route since critical comment had already been printed questioning anybody's knowledge of the route.

To overcome this, the Report quotes from the Dallas papers in a less than honest or complete manner (R39-40). Selecting from the ten issues of the morning and evening papers for the period November 15-19, it could say only that two of the four articles it referred to even mentioned the motorcade touching Elm Street. The contrary version, with Elm Street excluded, appeared just as frequently. On this basis, all anyone could have if he read the papers was confusion. But there was one map printed, and this the Report avoided like the plague.

The entire front page of the morning paper of the day of the assassination was devoted to the President's visit and to the political situation in which it was being made. Buried in the body of one of these stories was some text the Report could and did use to connote something sinister on Oswald's part: "On the morning of the President's arrival, the Morning News noted the motorcade would travel through downtown Dallas onto the Stemmons Freeway, and reported 'the motorcade will travel slowly so that crowds "can get a good view" of the President and his wife'." This planted the idea that Oswald knew all about the slow pace and found assurance of a better target because of it. Of course, the Report in this quotation does not find it necessary to use the exact language, "Main and Stemmons Freeway", as the route to the place of the luncheon meeting, with no mention of Elm Street.

And what the Report totally suppresses is the major reference to the route on the front page of that issue of that paper. Headed "Presidential Motorcade Route", there is a map showing the entire route, beginning at the airport. This map shows the motorcade would not leave Main Street from the time it got on it until it reached the Triple Underpass. It showed the motorcade was not going to turn off into Elm Street, as it did. And it further showed that the planned route included an illegal turn into the Stemmons Freeway, the turn the Report infers could not be made because it was against regulations. And as though to answer the as yet unasked question, as though it knew the future significance of its front-page map, the paper marked the point of the only turn from Main Street with an arrow labeled "Triple Underpass".

The authors of the Report found a small fragment of type they could wrench from the paper and use out of context. But they seemed unable to refer to a map two columns wide, so large the authors did not have to read the entire front page to find it. There is a photograph of this map on page 23.

It is fair to regard this as a less than completely honest rep-

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