

FD-204 (Rev. 3-3-63)

UNITED STATES DEPARTMENT OF JUSTICE  
FEDERAL BUREAU OF INVESTIGATION

NO 100-16601  
SAC:gas

## Copy to:

Report of: SA STEPHEN H. CALLENDER Office: NEW ORLEANS  
Date: December 16, 1963  
Field Office File No.: NO 100-16601 Bureau File No.: 105-82555  
Title: LEE HARVEY OSWALD

obtained. OSWALD donated to New Orleans Public Library an unidentified item and acknowledgement sent him on 10/9/63. ARTHUR ALBERT HEBERT vaguely recalls OSWALD as student in art class at Beauregard Junior High School. No record of any contact by OSWALD with Radio Station WRMB, New Orleans, La.

Character: INTERNAL SECURITY - R

## Synopsis:

Greyhound Bus Co., New Orleans, La., officials advised one-way bus tickets to Mexico City from New Orleans are prepared in three sections, first section for travel from New Orleans to Lake Charles, La., second section for travel from Lake Charles, La., to Laredo, Texas, and third section from Laredo, Texas, to Mexico City. Third section can not be used on Mexican bus lines for travel from Laredo, Texas, to Mexico City, but must be turned in at Laredo, where traveler is issued ticket on Mexican bus line. Greyhound Bus drivers who left New Orleans 2:45 p.m., 9/25/63, en route Laredo, Texas, via Lake Charles, La., do not recall observing any passenger resembling LEE HARVEY OSWALD on their buses. Continental Trailways Bus leaves New Orleans daily for Laredo, Texas, at 4:40 p.m., arriving Laredo at 1:20 p.m. following day. Another Continental Trailways Bus leaves New Orleans daily at 8:15 p.m., arriving next day Laredo, Texas, 7:35 p.m. Bus drivers for these Continental Trailways Buses leaving New Orleans, 9/25/63, for Laredo and drivers of buses connecting with these Laredo bound buses unable to recall any one possibly identical with LEE HARVEY OSWALD on their buses. Photo of OSWALD displayed to Canal Streetcar employees and Tulane Avenue bus operators employed on 9/24/63, but they were unable to recall seeing OSWALD on their streetcars or buses on 9/24/63. Subscribers of telephone numbers called from telephone of Mrs. CHARLES F. MURRAY identified and no pertinent information

DETAILS:

2

This document contains neither recommendations nor conclusions of the FBI. It is the property of the FBI and is loaned to your agency; it and its contents are not to be distributed outside your agency.

1

Date 12/13/63

NO 100-16601/bap

Mr. E. A. REINHERR, Terminal Manager, Greyhound Bus Terminal, 1710 Tulane Avenue, furnished the following information relative to the purchasing and handling of tickets sold by his company at New Orleans.

He informed that when a traveler buys a ticket that this ticket may come in one or more sections depending upon the travelers destination.

For example if a traveler purchased a one way ticket from New Orleans, Louisiana to Mexico City, this ticket would come in three sections. This ticket is known as Greyhound form number three. The first section of this ticket is for travel from New Orleans, Louisiana to Lake Charles, Louisiana via Southern Greyhound Lines. Section number two is designated for travel from Lake Charles, Louisiana to Laredo Texas via Central Lines. Section number three of this ticket is for travel from Laredo, Texas to Mexico City, Mexico.

As far as Mr. REINHERR knows, travelers who have purchased Greyhound tickets to Mexico City use the Mexican bus line called Transportes Del Norte.

Then if a round trip ticket is purchased from New Orleans, Louisiana to Mexico City, Mexico the ticket would consist of a total of six sections and this ticket is known as Greyhound form number six. The first three sections are the same as previously enumerated and the last three sections for travel are as follows:

Section number four designates travel from Mexico City, Mexico to Laredo, Texas. Section number five designates travel from Laredo, Texas to Lake Charles, Louisiana via Central Greyhound Lines. Section number six designates travel from Lake Charles, Louisiana to New Orleans, Louisiana via Southern Greyhound Bus Lines.

Mr. REINHERR said the value of a one way from New Orleans to Mexico City costs \$30.25. A round trip ticket from New Orleans to Mexico City and return costs \$54.45.

CONTACT AT GREYHOUND BUS COMPANY,  
NEW ORLEANS, LOUISIANA

On 12/13/63 at New Orleans, Louisiana File # NO 100-16601

by SA STEPHEN M. CALLENDER/bda Date dictated 12/13/63

This document contains neither recommendations nor conclusions of the FBI. It is the property of the FBI and is loaned to your agency; it and its contents are not to be distributed outside your agency.

3

COMMISSION EXHIBIT No. 2192-Continued

COMMISSION EXHIBIT No. 2192-Continued

2-

NO 100-16601

Mr. REIMHERR said that the following is the administrative handling of the various sections of the travelers' tickets from New Orleans, Louisiana to Mexico City on a one way fare.

The first section of the ticket is kept by the bus driver who travels from New Orleans to Lake Charles, Louisiana. At Lake Charles, Louisiana the driver turns in the ticket to the terminal manager at Lake Charles, Louisiana, who in turn, forwards this ticket to the accounting division of the Southern Greyhound Lines at Lexington, Kentucky.

The second section of the ticket remains with the traveler from Lake Charles, Louisiana until the bus driver who drives the bus to Laredo, Texas takes this ticket. This bus driver then turns the second section of the ticket into the Greyhound terminal manager at Laredo who in turn forwards this second section to Central Greyhound Lines accounting office in San Francisco, California. The third section of the ticket cannot be used on Mexican bus lines, therefore, the holder of the ticket turns in this third section and in place of this section he is issued a ticket on the Mexican line. The third section of the ticket is then forwarded to the accounting section of Central Greyhound Bus Lines, San Francisco, California by the Mexican ticket agent. Mr. REIMHERR advised that all Greyhound bus tickets are numerically sequenced and have to be accounted for by his office. He pointed out that at the end of each week or whenever an excessive amount of copies of tickets sold accumulate, he then forwards these copies to the Southern Greyhound Accounting Division, in Lexington, Kentucky for accounting purposes.

5

COMMISSION EXHIBIT No. 2192-Continued

FD-302 (Rev. 1-25-64)

FEDERAL BUREAU OF INVESTIGATION

Date 12/5/63

1

Mr. V. H. HOLSHOUSE, Superintendent, Southern Greyhound Lines Regional Office, 720 South Galvez Street, furnished the following information upon reviewing Photocopy of the sixth part of Greyhound ticket #185273 date issued August 31, 1963:

This part of ticket #185273 is the sixth part of the ticket showing transportation from Lake Charles, Louisiana, to New Orleans, Louisiana. There is no record available in the Regional Office, Southern Greyhound, which will show the date of travel from Lake Charles to New Orleans. He pointed out the punch marks in the endorsement space on this part of the ticket represents a cancellation of this portion of the ticket by the driver. The large punch mark near the word "GREYHOUND" is probably a punch mark of the baggage section, as it is too large to represent a driver's punch mark.

From a review of the Coach Operator Punch Card Record, he identified the punch mark shown on the sixth part of this ticket to be those of either Driver CECIL MAYFIELD or E. J. BERGERON, as the punch record of these drivers is similar to the punch marks on the sixth part of ticket #185273.

The drivers daily log for MAYFIELD, Badge #1268, dated September 24, 1963, shows MAYFIELD left Lake Charles, Louisiana, 12:30 PM September 24, 1963, and arrived at New Orleans 7:15 PM, September 24, 1963, and it was possible that the sixth portion of ticket #185273 was handled by MAYFIELD on this return trip to New Orleans.

The drivers daily log for BERGERON, Badge #1291, dated September 24, 1963, disclosed that BERGERON was off-duty on this date; however, the log for September 25, 1963, shows BERGERON left New Orleans driving a bus to Baton Rouge, Louisiana, at 10:30 PM and continued driving to Lake Charles, Louisiana, arriving at 3:45 AM, September 26, 1963. Mr. HOLSHOUSE pointed out that he was of the opinion that driver BERGERON did not handle the sixth part of ticket #185273.

On 12/5/63 at New Orleans, Louisiana File # NO 89-69

by SA JAMES E. SCHMIDT, JR. /jn Date dictated 12/5/63

This document contains neither recommendations nor conclusions of the FBI. It is the property of the FBI and is loaned to your agency; it and its contents are not to be distributed outside your agency.

COMMISSION EXHIBIT No. 2192-Continued

He pointed out that if the first part of ticket #185273 was used at New Orleans on September 24, 1963, it was not possible for either MAYFIELD or BERGERON to have handled the first part of this ticket. He believed perhaps the date of September 24, 1963, may have been the date of return by the holder of this ticket, #185273, since the punch marks on the sixth portion of this ticket seems to match BERGERON's punch record.

Mr. HOLSINGER advised that he possibly could identify the driver handling the first part of ticket #185273 if same would be made available to him, and that the second and fifth parts of this ticket should be reviewed for identification of driver by the Superintendent of General Greyhound Lines in Houston, Texas.

Mr. HOLSINGER pointed out that the date of issuance was August 31, 1963, and that he was of the opinion that this ticket was probably used shortly after issuance date, and that the date of September 24, 1963, was probably the date on which the last portion of this ticket, #185273, was turned in when used by the holder of this ticket.

The drivers daily log identifies the bus driver and time of run but this log does not identify tickets by number for any trip, nor does it show the total number of passengers that were aboard the bus when it began its run. However, he pointed out that the register record or trip sheet submitted by the driver will disclose the date, time, driver and the number of passengers aboard the bus when leaving the bus station and also the bus destination. He advised that the tickets which are collected by the bus driver are placed in a separate envelope and forwarded to the accounting section of Southern Greyhound for further handling and that no entry is made by the bus driver on this register to identify tickets by ticket number.

Therefore, it is not possible to identify a passenger by the ticket number which may have been issued to the passenger.

He advised that on September 24, 1963, the bus leaving New Orleans for Lake Charles at 5:45 PM was driven by Operator #1190, EDWARD M. CONRAD, who resides at 20 Senat Place, New Orleans. He pointed out that Operator CONRAD has changed assignments since September 24 and that he is presently on the run and will not return to New Orleans until December 7 or 8, 1963. A review of the register submitted by CONRAD for September 24, shows he left New Orleans at 5:45 PM with 26 passengers aboard, en route to Lake Charles, Louisiana. This record further disclosed that upon arriving at Lake Charles there were a total of 10 passengers continuing on beyond Lake Charles. He pointed out there was no way to identify the numbered tickets collected by the bus driver as these tickets are placed in an envelope by the driver without any identification except the total number of tickets enclosed and forwarded to the accounting section, Lexington, Kentucky.

NO 100-16601  
JES/bap

1

The following investigation was conducted by SA  
(A) JAMES E. SCHMIDT on December 11, 1963:

Mr. V. H. HOLSHOUSER, Superintendent, Regional Office, Southern Greyhound Bus Lines, New Orleans, advised that Bus Number 1198 was driven by operator WILLIAM E. LEE, on run from New Orleans at 2:45 PM, September 25, 1963, for Lake Charles, Louisiana.

He advised there was not a "Double Reader" out of New Orleans on September 25, 1963, however, there are two buses leaving at the same time, 2:45 PM, for Lake Charles, Louisiana. One bus is considered a through bus originating in Miami, Florida, continuing through New Orleans, and the other is a local bus originating at New Orleans. The local bus Number 1249 was driven by Operator Number 1177, F. A. McLAUGHLIN, 420 Deckbar Street, New Orleans.

Mr. HOLSHOUSER advised that any passenger holding a ticket from New Orleans to Laredo, Texas, would not be permitted to board the local bus, but would be directed by the driver of the local to the through bus at the time of boarding. He advised that the "Schedule" number assigned to a bus is for accounting purposes and no other reason.

Date 12/12/63

1

Mr. WILLIAM E. LEE, 648 Claiborne Towers, New Orleans, advised he is employed as a Bus Operator for Southern Greyhound Bus Lines, New Orleans, and he furnished the following information regarding his driving Bus Number 1198 leaving New Orleans at 2:45 PM on September 25, 1963, for Lake Charles, Louisiana:

Bus Number 1198 is a bus through New Orleans originating at Miami, Florida, and arrived in New Orleans with 20 passengers continuing past New Orleans. This run from New Orleans to Lake Charles is not his regular run and was handled by him as an extra and he does not recall much of the details. He advised the dispatcher's records show he left New Orleans with 42 passengers aboard, indicating that 22 passengers boarded at New Orleans. Upon viewing a photograph of LEE HARVEY OSWALD, he was not able to state specifically that OSWALD was not on his bus. There is a possibility that OSWALD may have boarded this 2:45 PM bus on September 25, 1963, however, he does not pay any particular attention to the passengers, other than to make sure they are on the right bus according to the bus ticket in their possession. His only responsibility is to make sure the total number of passengers is correctly recorded showing how many passengers continue on past Lake Charles, Louisiana, which is the change point between Southern Greyhound and Central Greyhound.

LEE said there was another local bus for Lake Charles, Louisiana, leaving New Orleans at the same time which was driven by operator McLAUGHLIN, but he is not able to give any details on this bus. He does not specifically recall any other bus leaving New Orleans at 2:45 PM on September 25, 1963, nor does he recall any transfers to his bus from any other bus at Baton Rouge, Louisiana, on this run.

On 12/12/63 at New Orleans, Louisiana File # NO 100-16601

by SA (A) JAMES E. SCHMIDT, JR./bap Date dictated 12/12/63

This document contains neither recommendations nor conclusions of the FBI. It is the property of the FBI and is loaned to your agency; it and its contents are not to be distributed outside your agency.

1

12/12/63

Date

Mr. F. A. McLAUGHLIN, 420 Deckbar Street, Metairie, Louisiana, advised that he is employed as a Bus Operator for Southern Greyhound Bus Lines, New Orleans, and he furnished the following information regarding his driving Greyhound Bus Number 1249 leaving New Orleans 2:45 PM on September 25, 1963:

McLAUGHLIN related he drove the local Bus Number 1249 from New Orleans to Lake Charles on September 25, 1963, as there are two buses which leave at the same time each day, 2:45 PM. The other bus is considered a through bus which originates in Miami, Florida. This through bus handles all the passengers going west past Lake Charles, Louisiana, and his bus would accept such passengers only when the through bus was over loaded. He referred to the dispatchers sheet for September 25, 1963, which disclosed the following:

Bus Number 1249 left New Orleans at 2:45 PM, Driver Number 1177 (McLAUGHLIN) with 35 passengers aboard, one by Baton Rouge and none by Lake Charles. Bus Number 1198 left New Orleans at 2:45 PM, Driver Number 1342 (LEE) with 42 passengers aboard, with 36 by Lake Charles. Bus Number 1597 left New Orleans at 2:45 PM, Driver Number 1368 (A. C. LAMPFORD) with 8 passengers aboard with one by Lake Charles.

McLAUGHLIN advised that he does not recall observing anyone resembling LEE HARVEY OSWALD having boarded Bus Number 1249 on September 25, 1963, and pointed out that according to the dispatcher's records, he did not carry any passenger who boarded his bus at New Orleans past Lake Charles, therefore, he does not believe OSWALD was on his bus. He advised that the through bus, Number 1198, driven by operator WILLIAM E. LEE, arrived in New Orleans from Miami with 20 through passengers and left New Orleans with 42 passengers, which indicates this bus loaded twenty-two new passengers and of these 42 passengers, 36 continued past Lake Charles, Louisiana.

He pointed out that if a passenger attempted to board his bus with a ticket for passage past Lake Charles he would send this passenger to the through bus, which is usually marked next to his bus for loading purposes.

Regarding Bus Number 1597, which left New Orleans at

On 12/12/63 at New Orleans, Louisiana File # NO 100-16601  
by SA (A) JAMES E. SCHMITZ, JR./bap Date dictated 12/12/63

This document contains neither recommendations nor conclusions of the FBI. It is the property of the FBI and is loaned to your agency; it and its contents are not to be distributed outside your agency.

NO 100-16601/cap

2

the same time as the other two busses, 2:45 PM, September 25, 1963, Mr. McLAUGHLIN advised this was a Western Greyhound bus and was being returned September 25, 1963 to Western. Bus 1197 carried only 8 passengers when leaving New Orleans with only one past Lake Charles, however, the records disclosed this bus was taken off the run at Baton Rouge, Louisiana, and the only passenger shown as past Lake Charles must have been transferred to through Bus Number 1198 at Baton Rouge, Louisiana.

McLAUGHLIN advised that he was relieved at Lake Charles by F. O. LEONARD, driver for Central Greyhound Bus Lines and he further recalls that on the evening of September 25, 1963, after arriving in Lake Charles, Louisiana, he had his evening meal with operator WILLIAM E. LEE, who drove Bus Number 1198 that evening as an extra driver.

McLAUGHLIN advised that he can be contacted through his wife, Mrs. EVELYN McLAUGHLIN, 619 South Carrollton Avenue, telephone UN 6-7620.

Mr. McLAUGHLIN explained that when he used either the word "by" or "past" before the name of a city it meant the passenger or passengers would continue travel beyond the city mentioned.

12



NO 100-16601 /lyc

The following investigation was conducted by SA (A) JAMES E. SCHMIDT, JR., on December 12, 1963:

Mrs. A. C. LANGFORD, 305 North Pierce Street, Jefferson Parish, advised her husband is employed by Southern Greyhound Bus Lines, New Orleans, however, he is presently on vacation at the home of his parents in the country area near West Point, Mississippi.

Mrs. LANGFORD produced a copy of her husband's Driver's Payroll Report for September 25, 1963. This report listed A. C. LANGFORD, #1368, as operator of bus under schedule #4875 (bus number not shown) from New Orleans to Baton Rouge, Louisiana, departing from New Orleans 2:55 p.m. and arriving Baton Rouge, Louisiana at 4:50 p.m. It also shows LANGFORD returned to New Orleans via another bus as a rider. This form does not list disposition of bus driven by LANGFORD to Baton Rouge nor does it list the number of passengers from New Orleans to Baton Rouge.

Mrs. LANGFORD advised that she expects her husband to return to New Orleans on Monday, December 16, 1963. She advised that if it is necessary to contact him prior to his return, he can be contacted at the home of his parents, A. C. LANGFORD, SR., Route 2, Montee, Mississippi. LANGFORD, SR. owns a farm in a rural area out of Mantee, Mississippi located about 30 miles out of West Point, Mississippi on Highway #15 toward Memphis, Tennessee. She said if the farm cannot be located, her brother-in-law, THURMAN LANGFORD resides in West Point, Mississippi, address unknown, West Point telephone 1629, and he can give better directions to the LANGFORD's farm.

13

Date December 13, 1963

1

Mr. A. C. LANGFORD, 305 North Pierce Street, Jefferson Parish, telephonically furnished the following information from his parents' home near West Point, Mississippi:

He advised he is an operator for Southern Greyhound Bus Lines, New Orleans, Louisiana. He recalls that on September 25, 1963 he did make a short run to Baton Rouge, Louisiana, but does not recall the exact time he left New Orleans. His Driver's Payroll Report will list the exact time, but he believes it was about 2:45 p.m. He returned to New Orleans from Baton Rouge, Louisiana the same afternoon on another bus as a rider.

LANGFORD does not recall LEE HARVEY OSWALD being a passenger on his bus to Baton Rouge on the afternoon of September 25, 1963, but remembers there were only a few passengers on his bus when he left New Orleans. He believes one of these passengers was listed as "by" Baton Rouge, Louisiana. This "by" passenger was a white male, of average size and shape with light colored thinning hair on the front of his head. He has no information regarding possible luggage in possession of this white male passenger and he does not recall handling any luggage on this trip.

LANGFORD advised he could give no details as to the transfer of this passenger to another bus at Baton Rouge, nor does he know what disposition was made of the bus he drove from New Orleans. He believes this bus was cut out at Baton Rouge, which can be verified at the Baton Rouge Greyhound Bus Terminal.

LANGFORD advised he will return to New Orleans on December 16, 1963, at which time he desired to view a photograph of OSWALD to determine if OSWALD could be the white male passenger who was listed as a "by" passenger at Baton Rouge on September 24, 1963.

On 12/12/63 at New Orleans, Louisiana File # NO 100-16601  
by SA (A) JAMES E. SCHMIDT, JR. /lyc Date dictated 12/12/63

This document contains neither recommendations nor conclusions of the FBI. It is the property of the FBI and is loaned to your agency; it and its contents are not to be distributed outside your agency.

The following investigation was conducted by SA  
MCINNIS L. WARD at Lake Charles, Louisiana:

On December 11, 1963, EUGENE SANDERS, Terminal  
Manager, Greyhound Bus Lines, 404 Broad Street, advised  
records of his company reflect the following information:

Greyhound Bus #1198, Schedule #637, departed  
New Orleans, Louisiana, at 2:45 PM September 25, 1963,  
and arrived at Lake Charles, Louisiana, on time, at 8:05  
PM the same day. This bus left New Orleans with 39  
passengers and arrived at Lake Charles with 37 passengers.  
The other two passengers departed from the bus between  
New Orleans and Lake Charles. The driver of this bus was  
W. E. LEE, who operates out of the New Orleans terminal.  
LEE was relieved at Lake Charles by J. D. KENNEDY, a driver  
who operates out of the Houston terminal.

Bus #1198 departed Lake Charles on time at  
8:40 PM September 25, 1963, with 35 passengers and with  
KENNEDY as driver. Of the 35 persons, six were destined  
North of Houston, Texas, and 24 by Houston and West of  
that city. Mr. KENNEDY was scheduled to drive the bus  
to the Houston terminal where he was to be relieved by  
another driver, identity not reflected in these records.

Bus #1198 is the regular express bus from  
Miami, Florida, to Los Angeles, California, and as such,  
would have carried passengers from New Orleans to San  
Antonio, Texas, without change. On this date, however,  
a "double" was dispatched at New Orleans. The other bus,  
#1249, Schedule #4875, also departed New Orleans at  
2:45 PM, September 25, 1963, and arrived at the Lake  
Charles terminal on time, at 8:05 PM the same date.  
This bus left New Orleans with eight passengers and arrived  
at Lake Charles with five passengers. The other three

15

passengers departed from the bus between New Orleans and  
Lake Charles. The driver of Bus #1249 from New Orleans  
to Lake Charles, was F. A. MC LAUGHLIN, who operates out  
of the New Orleans terminal. MC LAUGHLIN was relieved at  
Lake Charles by F. O. LEONARD, a driver who operates out  
of the Beaumont, Texas, terminal.

Bus #1249 also departed Lake Charles on time,  
at 8:40 PM, September 25, 1963, with nine passengers and  
with LEONARD as driver. Of the 9 passengers, three were  
destined by Houston and West of that city and none were  
destined North of Houston. Mr. LEONARD was scheduled to  
drive the bus to the Houston terminal where he was to be  
relieved by another driver, identity not reflected in these  
records.

Mr. SANDERS explained that when he used the word  
"by" before the name of a city it meant the passenger or  
passengers would continue to travel beyond the city men-  
tioned.

16



Date 12/12/631

Mr. A. J. PROVOST, Operating and Terminal Supervisor, Southern Greyhound Lines, 220 St. Phillip Street, advised that Greyhound Bus #1597 from New Orleans to Baton Rouge on September 26, 1963, arrived at 4:30 PM and this bus was cut off at Baton Rouge. Four persons were on this bus on arrival with one scheduled to go by Lake Charles.

Mr. PROVOST advised that this person who was scheduled to go by Lake Charles could have gotten Bus #1249 to Lake Charles which left Baton Rouge at 5:00 PM on September 25, 1963. He advised when Bus #1249 left Baton Rouge it had seven persons on it and five of these persons were to go by Lake Charles. This bus was scheduled from New Orleans to Lake Charles and the driver was F. A. MC LAUGHLIN, #1177, from New Orleans.

Mr. PROVOST advised the person on this bus #1597 may have left Baton Rouge on Bus 1198, which left Baton Rouge at 5:00 PM. This bus originated at Miami, Florida, destination Los Angeles, California. Upon departing Baton Rouge, there were 39 persons on this bus with 37 to go by Lake Charles. The driver of this bus was W. E. LEE, #1342, an extra driver from New Orleans, Louisiana.

Mr. PROVOST explained that when he used the word "by" before the name of a city he meant the passenger or passengers would continue to travel beyond the city mentioned.

On 12/12/63 at Baton Rouge, Louisiana File # NO 100-16601  
by SA ELMER B. LITCHFIELD /jm Date dictated 12/12/63

This document contains neither recommendations nor conclusions of the FBI. It is the property of the FBI and is loaned to your agency; it and its contents are not to be distributed outside your agency.



## UNITED STATES DEPARTMENT OF JUSTICE

## FEDERAL BUREAU OF INVESTIGATION

March 16, 1964

In Reply, Please Refer to  
File No.

LEE HARVEY OSWALD

On March 9, 1964, a confidential source abroad made available a copy of a report prepared by Mexican Immigration Inspector JOSE MARIO DEL VALLE and submitted to the Mexican Ministry of "Gobernacion" (Interior) under date of November 30, 1963, with respect to investigation conducted by him concerning LEE HARVEY OSWALD. A translation from Spanish of that report is recorded hereinafter:

"In accordance with the orders which I received to proceed to the city of Nuevo Laredo, Tamaulipas, for the purpose of conducting investigation regarding the alien of North American nationality, LEE HARVEY OSWALD, I am pleased to furnish to you the following report:

"REPORT DATA: The alien in question entered the country (Mexico) at Nuevo Laredo, Tamaulipas, documented with FM-8 No. 24085 on September 26, 1963. The Immigration Inspector who received him, HELIO TUEXI MAYDON, failed to record three essential items of information: the time he entered, his means of transportation, and his nationality. Interrogated in this connection, he admitted those errors and added that he was unable to furnish any further data which might assist in this investigation because of the lapse of time. He was unable to remember anything whatsoever with respect to the alien, OSWALD.

COMMISSION EXHIBIT No. 2193