

Statement of Events in Natchez, Miss. -- November 1 and 2, 1963

November 1. Bruce Payne of Oakland, California, a 21-year-old University of California graduate now studying political science at Yale University, was forced out of a "Freedom Vote" Votemobile in Port Gibson, and beaten by four men. He and the two Freedom Vote workers accompanying him were followed by the four men all the way from Natchez, 42 miles away. They had been organizing polling places for the Freedom Vote election which takes place November 2, 3, and 4. Payne and the two other workers were warned to stay out of Natchez.

November 2. (Event occurred app. 11:45 a.m.)

George Greene, a 20-year-old SNCC worker from Greenwood, Miss. was driving a Votemobile with Bruce Payne on the way from Natchez to Fayette, a distance of 23 miles, to work with balloting for the Freedom Vote campaign. The balloting takes place on November 2, 3, and 4.

Three miles out of Natchez, Greene realized that they were being followed by two of the four men who had beaten Payne the day before. During the 25 ensuing minutes, Greene tried to evade or lose the pursuing car by turning around, and out-racing it, but the top speed of 105 m.p.h. on the 1963 Chevrolet was no match for the 1964 Impala driven by the prusuers. Finally the workers were forced off the road against a bridge and one of the men walked up to Greene, pulled out a pistol and told him to get out. Greene, whose door was locked and window rolled up, shifted into low, swerved sharply, and escaped back on to the highway. As the car

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left, the assailant shot three times at the left rear tire, hoping, it is believed, to disable the vehicle in order that the two workers could be forced into the Impala and taken somewhere more isolated than the highway.

With a slow leak in the tire, Greene once again tried to lose his pursuers, going through three red lights, crossing double lines and driving in oncoming traffic lanes. Finally he managed to get three cars ahead of the Impala and turned out of sight on to a backwoods road where the tire was changed. Payne and Greene then proceeded to Jackson to report the incident to the highway patrol, Department of Justice, Henry headquarters and the press.

Payne stated that about all that saved the two workers was Greene's excellent driving. (Greene had raced in high school.)

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