

Office Memorandum • UNITED STATES GOVERNMENT

TO : DIRECTOR, FBI (100-164185)

DATE: 4/15/57

FROM : *OW* SAC, MIAMI (134-96)

SUBJECT: *12* OTIS GRADY NATION
FORMER SECURITY INFORMANT

ReBulet to Miami 3/11/57.

There is enclosed herewith to the Bureau one photostatic copy of an affidavit taken from JACOB PAVELSKY by the National Labor Relations Board Field Examiner HERBERT WATTERSON. Mr. HAROLD A. BOIRE, Regional Director, National Labor Relations Board, 112 E. Cass Street, Tampa, Florida, made available the photostatic copy from his files on April 10, 1957, and advised that should the services of the Field Examiner be necessary in the future, WATTERSON is presently assigned the 1st Region, NLRB, Boston, Massachusetts.

The Miami file in captioned matter remains in a closed status.

- 2 - Bureau (Encl 1) (RM)
- 1 - San Diego (Info) (RM)
- 1 - Miami
- SJL:mfm
- (4)

ENCLOSURE
ENCLOS. ATTACHED

Declassified Case: NW# 58118 Date: 06-11-2019

Screened by NARA (RD-F) 06-11-2019 FOIA # 58118 DOCID: 34267664

RECORDED 353

100-164185 108

APR 16 1957

INDEXED-53
EX-108

50 APR 23 1957

This document is made available through the declassification efforts
and research of John Greenewald, Jr., creator of:

The Black Vault



The Black Vault is the largest online Freedom of Information Act (FOIA)
document clearinghouse in the world. The research efforts here are
responsible for the declassification of hundreds of thousands of pages
released by the U.S. Government & Military.

Discover the Truth at: **<http://www.theblackvault.com>**



ENCLOSURE

100-164185-108

~~CONFIDENTIAL~~



County of Dade, City of Miami, State of Florida:
Jacob Pavelsky being duly sworn, deposes and says:

I reside at 270 W. 31 Street, Hialeah, Florida. I arrived in Florida on or about January 9, 1955 from Los Angeles, California. When I came to this town, I got a job as a truck driver at Andy's Truck Service. I received \$1.30 per hour. I worked there till approximately June. After June, I went to work at Acme Concrete as a Redi-Mix driver at an hourly rate of \$1.30 per hour. I along with the other Acme Drivers signed a membership application card with Teamsters Local Union 390. I got to know the organizers for Local Union 390 who are John Adavano, Ernie Belles, Louis Siegal, 'Pat-last name unknown'. I was with Acme at or about the time of the strike by Local Union 390. I was an active picketter, active union member. All during this time, I had no income other than from my work. At this time, (the time of the strike) I had no income at all. After the strike was called off unsuccessfully, I worked three weeks for ABC Enterprises. I was approached by Chief Warren, Chief of the Hialeah Police Department. He asked me if I was interested in a job as a guard or patrolman with Special Agent Investigators. He knew that I was desperate for money. He gave me his card and told me to go down and see Mr. Bill Herbert, who was in charge of the applications in the field. I gave him the card and he sent me to be a patrolman and told me that the salary was up to \$50 per week, and out of this I would have to buy my own uniform and pay the cost of being deputized. I told him I wasn't interested in that. He asked me if I would be interested in any other type of work. I asked him what type and he said as an under-cover agent. I said if the salary was right. He said that they would notify me and I left. I didn't hear from them for about three weeks. I had a call from the office at my home to come down and talk to them. I went down and spoke to Seamus Wachenbut. He wanted me to go to work for the Linsley Lumber investigating a matter pertaining to pilferage and stealing at the yard. He told me that he wanted me to find out who was doing the stealing and pilferaging and how it was taken off the property. I accepted and went to Linsley Lumber, 17th Avenue Yard and was interviewed by Mr. Fir, Personnel Manager and 'Bill', Foreman of the yard. At this time, I wasn't hired because they checked on my Union background with Acme Concrete. They have a Co. policy of not hiring anyone who worked for a strike-union Company. I went back the next day and I was introduced to Mr. Kenneth Alshul, Partner. He asked me if I would go to Bartow, Florida and find out about a bombing that had taken place at one of the mines there. He wanted to know who was connected with the bombing. I was driven by Mr. Ford Hall, Captain of the Guards for the Co. I was there three days and flown back to Miami. I received instructions from the office from Sonya Kirk. They gave me instructions and \$75 and told me Ford Hall would pick me up at one a.m. the following morning. When we got to Bartow, Ford Hall gave me \$50. I stayed at the Oak Hotel in Bartow, registered at the hotel in my own name, was told to float around the bars and listen for anything about the bombing. My contact was Ford Hall. He stayed at the same hotel. I stayed there for three days. I flew back to Miami and two days after that I went to work for Linsley Lumber.



-2-

When I reported back from Bartow I was told to go back to Linsley and see the same party and leave out the language that I had spoken which was Hebrew and "leave out Acme from my application and I would get the job. In addition to the policy that was previously given, they do not hire people of Hebrew or Jewish descent. I worked there three weeks, caught the man stealing and stopped the pilfrage. I was instructed to call Sonya every day at 12:00 noon at the Company's office. The number was 9-1897, and give a straight report. I reported the individual who was doing the stealing at Linsley Lumber. As a result, this man was fired. I received \$35 per week from Special Agent Investigators. When the check was made out, it was made out to cash and cashed by Sonya down stairs at the bank.

Jacob M. Parclsky

I have forgotten to mention before hand about Winter Haven Incident. On or about November 4, 1955, I was sent to Winter Haven by George Wackenhut with reference to Florida Citrus Mutual Fruit Growers Association. I was sent there to investigate on try to investigate an unfair labor practice on both sides. (The Co. was taking names of men and investigating charges made by the workers you were members of the United Packing House Workers, under Otis G. Nation. I was flown to Tampa by Ford Hall and taken to meet the ex-sherrif, Hage Parrish. He was in charge of investigating for the Fla. Citrus Mutual Fruit Growers Association. All reports were to be given to him. My wife was to receive \$80 per week for this job which was to be paid to her in cash. It was generally brought out by Bill Lambert that I was suppose to find out if either side had basis for accusations. Our agency was hired by H. Parrish but paid for the job by the Fla Citrus Mutual Fruit Growers Association. This was a thirty day trial for the agency for which we didn't receive any money till they proved their ability. As a result of my investigation, I was sent to work at Florence Villat Packing House. I stacked crates of fruit I spoke to many workers and became acquainted with Otis G. Nation. Ford Hall had told me to try to join the union and get acquainted with the union officials and I did. I would make my reports by phone to Ford Hall and there were additional written reports sent to Ford Hall, Bartow, and from him to our agency office. I came to Miami, stayed one day, and was sent back with instructions to try to get evidence that Otis G. Nation had Communist activities. I was flown back and the next day Ford Hall delivered a midget tape recorder which was sent from the Florida office. Hall instructed me how to use this. I met with Nation in his office above the Cooperative Store in Florence Villa; I had the recorder concealed around my wrist. He told me of his Communist activities, Army Desertion Record and his general trouble throughout the country and his intentions to defraud the union members of \$80,800. The same evening, I came back to Miami. The recording was delivered to Ford Hall in Winter Haven. He delivered it to H. Parrish. George Wackenhut told me later that it was a very good recording. This job had an ironic twist as Ford Hall was an under-cover agent for Burns Agency. Ford Hall worked on this operation on behalf of Burns Agency. Our Agency came out losing money. When we initially took this job it was agreed that if our attempts proved successful we would get the guard agency for the entire Citrust operation. As it turned out, Burns has it.



-3-

National Airlines

Jacob M. Panelby

George Wackenhut was trying shortly after the Linsley Lumber operation to get me into Eastern Airlines. George then arranged for my employment with National Airlines. I was sent to see Mr. Amos, head of personnel. He took my application, sent me for a physical examination and told me to report to work the next day. I told him that I had my instructions from the agency. I was to report on pilferage and stealing. I was given the job as cleaner of Fleet Service at \$1.33 per hour. I was told to report to the Agency at least five days a week. I made my reports to Sonya and the reports were turned over to Mr. Louis Wideman, Security Officer for investigation for National Airlines. I was successful in finding out who was stealing and stopping it. I was then told to find out the intentions of the Union. I was instructed to join the Union and take an active part in Union activities. I was to report to my office on the Union plans and all of these reports were given to Mr. Wideman. I gave in my reports names and departments and active Union members. I was told that there was some one else from the agency working as an under-cover agent. At that time, an incident had the agency worried: a Serg. of the Guards had his services terminated on an angry basis and George Wackenhut was afraid he would expose our operation. I understand that this Serg. went to work for Burns hereafter. Among my instructions from Wackenhut with operations National Airlines was to find information for the Company on which individuals could the Company bring pressure on; I mean, which were Company mined because of being afraid of losing their jobs. I reported several of these types. Those men who were favorable to the Company were promoted to supervisory positions. To my knowledge at this time, none of the people you were pro-union have been promoted. I attended union meetings and was active whenever I could be. Due to a personal run in with another truck driver, I was instrumental in having him transferred back to Fleet Service. I was instructed to report on the Union negotiations meetings and give names of people who were pushing for better working conditions.

While I was working there, I was doing work and seeking information for several other companies; amongst these were: People's Gas, Maule Industries, Sears-Boebuck Co., Food Fair, National Brands. I was told to keep my eyes and ears open for several weeks. In the case of National Brands, they wanted to know who was paying for the plane which was picketting and I told them it was Local Union 290.

People's Gas Co. I got to know Chester Bowie and Floyd Camp of the Chemical Workers Union. I reported union people and picketers and they wanted to know who was responsible for all the flat tires of the Company's cars and who stole the gun from one of the Company's guards. Wackenhut told me this Agency got the People's Gas Contract in the following way: Burns couldn't supply enough guards to guard the plant and ride on the trucks as shot-gun guards and Wackenhut said he could do it and he did it.

to meet Dave Prechette

MAULE INDUSTRIES

On or about July, 1956, I was instructed by Wackenhut to try to get Mr. Prechette, who was the head of Teamsters Local Union 290



-4-

They had heard that Local Union 290 was interested in organizing Maule Industries. I was sent to New York by the Company to get the low down on Dave Frechette and find out if there was anything in his record. I inquired around and came back to Miami and reported to George Wackenhut orally that there was nothing. He had no police record of any kind and there were no marks against him. George Wackenhut couldn't believe it and said it must have investigated the wrong Dave Frechette. The Agency had a floating expenses account with Maule Industries that would cost them about \$500. George Wackenhut had told me that Foster was the big wheel of the Company and that the reports were going to Foster. The money for the New York trip was delivered to my card in cash in an envelope and was delivered by Lew Whitworth who lives in Hialeah and is an ex-naval intelligence officer. He told me to make a contact with Dave Frechette and find out what I could and his intentions with regard to Maule and he asked me to find out if he intended to use violence, who the heads of the union were, and what men were active members of the union who were working for Maule. I reported back that they were going to organize Maule and everything would be on the up and up and there would be no violence. They checked Leonard Baitler and found nothing on him. George Wackenhut instructed me to get friendly with Dave Frechette. I had unlimited expenses to wine and dine Dave Frechette. In or about July, Maule paid the agency for this information. I was given in August \$10 per day from Maule, \$10 for People's Gas. At this time, I was working in National Airlines. I was getting paid by National Airlines, \$35 from the agency, \$10 from Maule and \$10 per day from People's Gas and expenses split between Maule and People's Gas. They wanted to know who else was in with Dave Frechette. They wanted to know what the influx of out-town union officials coming into Miami during the past couple of months meant. George told me I was doing a terrific job. Frequently, I had come to the office, spoken with Dave Frechette and Leonard Baitler to find out any information. I reported several times that they couldn't beat the Union. I had spoken to several drivers. One of the drivers that I had met was in Jerry's Service Station, 1011 Street and 17 Ave. He was a concrete redi-mix driver. I asked him how he felt about the Union and he indicated he was strongly pro-union. His truck number is either 649-641 or 669. He had signed an application. His name is Jerry Winston, ojus yard. I gave the information to George Wackenhut. At about this time, the method of report was changed to the firing of several agency employees for security reasons. I was given the code name of "Burhead." At this time, I was instructed not to have direct communications with the agency and I would have someone else dial the agency's number and leave a number to have them contact me. Then I would be telephoned by either George or Lew Whitworth. I reported that committee meetings are taking place. The Union office was being watched by Lew Whitworth. Bill Stanton, was in charge of personnel drivers working.

Ken Ashul

Lew Whitworth

George Wackerhut

Sonya Kirk

Dick - Use to be in the Sherrif's office

Dick - another fellow took over Ford's job. He was to be the salesmen and go out and get jobs. He didn't last long because wasn't doing good job. Wackenhut didn't approve of interoffice affairs between Dick and another girl who worked there for awhile.



-5-

The Company was given copies of Union leaflets by drivers. They asked me to get list of people who are receiving leaflets.

In March when I was in George Wackerhut's office, present were Donal, working for National Airlines, and associate of Lew Whitworth. George Asked Don how much the Co. would pay for union surveillance at National Airlines and he was told to stay away from Unions, have nothing but trouble. Dick Mann (last name I am not sure of) I think acted as the Company's agency salesman. George told me when I told him that Maule would lose the election that if they could stall and try and get all the unit for Maule employees that they could beat the Union. George and Lew told me that they were in touch with the Law Firm representing Maule with reference to what type of information Maule wanted.

I was instructed as late as last week to find out from Dave Frechette whether I am still in the clear. If I was still in the clear with Dave Frechette I could make a lot of money from now on. If I could prove to George that I was in the clear with Dave Frechette, He would get me into Maule. Before when Bill was fired, Dave Frechette had wanted me to work for Maule; Maule wants daily reports -- the code name for Maule-Industries is "Big C". He wants information on Sears-Roebuck, Jordan Marsh, and anything else I could get my hands on. My work has graduated from theft and pilferage to labor. A lot of the information I gave the Company was exaggerated or it wasn't all fact. There was not much information nor activity on Maule.

George said while he was up in Atlanta a few weeks ago and some fellow from Felix-Flax told him that the Union knew all about the agency. A week or so later, George received a call from the same fellow that told him he was cleared. I am still on the payroll and receive \$35 per week plus expenses and work for Renuart Concrete Co. He was only worried about Maule because if the Union wins the election the rest of them go. He told me to try to organize some smaller places with Dave Frechette if that would make me look better with him but his initial concern was Maule.

The above statement is true and have given same without any promises of benefits, threats or intimidations of any kind whatsoever.

SWORN TO BEFORE ME THIS 3rd day of
DECEMBER, 1956.

I, Jacob Pavelsky, signed and swore to the authenticity of the events described in this statement on December 3, 1956 before a notary public in Miami Florida. I hereby swear that the content described in this statement is true.

are true to the best of my knowledge,
information and belief.

Jacob M. Favelly

1-23-57
Subscribed and sworn to before me this
23rd day of January 1957 at Miami,
Florida.

Herbert M. Watkinson
Field Examiner
NLRB