

Sensational Evidence Given At Bruno Hauptmann Trial

Prisoner Heard His Own Voice and His Wife's Cry of "Liar!"—De- fence Loses Plea—Day Full of Thrills.

FLEMINGTON, New Jersey, Jan. 19—Bruno Hauptmann heard the state use his own words yesterday to admit a betraying, hidden scrawl in his Bronx home. He heard too, from the angry lips of his wife, an echo of his own "Liar" cry in the courtroom where he stands trial for murdering the Lindbergh baby.

Both times he kept his nerves in check—the nerves that cracked, Thursday, in a raging demand that a state witness "Stop lying!"

And toward the end of the day he heard his counsel score—again by using the name of the dead Isador Fisch, from whose effects Hauptmann says he got the ransom money that he spent and hid. As the state swung into testimony of the brokerage accounts into which, it claims, much of the ransom money went, Edward J. Reilly, chief of defence counsel, found an opening. He drew from a brokerage customer's man that Fisch visited the firm with Hauptmann a half dozen times.

Near the close of their case, prosecutors pounded away at the sensational house and garage finds that developed when Hauptmann was trapped with a ransom bill last September. In the house a closet panel, brought into the light, revealed that scribbled address and telephone number of John F. "Jasie" Condon, state witnesses swore. From the garage beams, cunningly concealed, came rolls of ransom bills—\$14,600 in all.

"Jasie", the old schoolmaster of the Bronx, has accused Hauptmann as the furtive "John" to whom he paid the \$50,000 ransom in St. Raymond's Cemetery the night of April 2, 1932.

Defence Loses Plea

Striking back, the defence sought to cast a screen of doubt over the words and numbers on the wood trim panel. They fought, unsuccessfully, to bar the carpenter's admission that he wrote them, chief of counsel Reilly contending the words were "in the nature of a confession".

Overruled by supreme court Justice Thomas W. Trenchard, Reilly repeated that Hauptmann's constitutional rights were being flouted as Benjamin Arac, assistant to District Attorney Samuel J. Foley of the Bronx began to read from Foley's interrogation.

"Is that you writing on the board?" Hauptmann was asked at the time.

"Yes, all over it", he replied, Arac said.

"Why did you write it on the board?"

"I must have read it in the paper about the story. I was a little bit interested, and kept a little bit record of it, and maybe I was just in the closet, and was reading the paper and put down the address".

"How did you come to put the telephone number on there?"

"I can't give you any explanation about the telephone number".

Creates Furore

The outburst from Anna, Hauptmann's plump and anxious wife, created a furore in the tiny, jammed courtroom, even greater than did the defendant's frenzied command that a state witness "stop lying" Thursday.

Prosecutors were engaged at the moment of Mrs. Hauptmann's uprising in showing, through an elderly Bronx matron, that Hauptmann and his wife made "a trip" out of town on the day of the Lindbergh kidnapping, March 1, 1932, and that Hauptmann on that trip had suffered a leg injury. The state contends he suffered such an injury when the kidnapping ladder broke and threw him and

AT EATONS

Girls working for T. Eaton Co. were driven almost insane and threatened to commit suicide because of low wages and hard working conditions, while the Eaton family and their connections were making big dividends and living on the fat of the land. This is one of the chain store, mail order and factory group which is being stalled by the public in Canada. Here is what today's despatches say:—

Girls "almost insane and threatening to commit suicide" because of low wages and hard working conditions was the picture presented to the Royal Commission on mass buying by Miss Amy Tucker, former employe of the T. Eaton Co., told the Commission at Ottawa yesterday. Miss Tucker was the last of a string of witnesses called by the commission to testify as to conditions in the Eaton factory F-8 in Toronto.

For three days the commission has listened to a series of stories, each corroborative to a large extent of the other, from girls, some of them with 18 years' service in F-8, who were let out during the dispute in July, 1934. Some of them were now working, others had been married in the interim, many continued unemployed.

In February or March, 1934, the girls organized themselves into a union, seeking better labor conditions and higher wage rates. Of nearly 100 who either then or subsequently became members, only eight now remained in F-8, Miss Tucker told the commission.

Miss Tucker charged that one of the company's officials, a Mr. Clendennan, had tried to "bring in racial prejudices with the Jewish people," when the girls informed him of their union. They should not belong to such organizations, Clendennan was quoted as having said. The official also told them, according to Miss Tucker, that Eaton's would not recognize the union.

A number of the girls let out of Eaton's had found employment at Salukin's on Spadina Ave. At this place they were making better money and conditions were easier than in F-8, said Miss Tucker.

An announcement today by R. L. Kellock, counsel for the company, drew expressions of appreciation from Chairman W.W. Kennedy. Eaton's would make good to former employees in F-8 the sums declared to have been deducted from them in the operation of the tag system. Girls had complained that "special money" given them one week would be deducted from them the next. Kellock explained that this was due to the work-tags in one week being extracted and placed to the girls' credit for the previous week, if in that previous week they had fallen short of the minimum wage requirements. He admitted the practice resulted in a saving to the company.

THE DAILY MAIL INTENDS TO PUBLISH THE WHOLE STORY ABOUT "EATON'S SLAVES," AS THEY ARE CALLED BY TORONTO PEOPLE AND HAS BEEN GIVEN BEFORE THE ROYAL COMMISSION.

the baby to the ground, killing the baby.

Mrs. Ella Achenbach, a former neighbor of the Hauptmann's was on the stand. She hardly had begun her story when Mrs. Hauptmann rose to her feet.

"Mrs. Achenbach", she cried out, "you're lying!"

Attorney-General David T. Wilentz, chief of the prosecution staff, turned angrily on the Hauptmanns with a charge that the accusation was staged.

Supreme Court Justice Trenchard looked nettled and juggled his gavel nervously. There were cries of "Quiet! Quiet!" and defence attorneys sprang to their feet to demand the words of Wilentz be stricken from the record.

Quiet eventually was restored and Mrs. Achenbach continued her story. Under a severe cross-examination she insisted her memory and her veracity were unquestionable.

Although the state is anxious to bring an end to its case, Wilentz acceded to the request of defence attorneys for a week-end recess beginning last night to permit them to examine Hauptmann's brokerage accounts.

It started on these—and the bank accounts in the name of Hauptmann and his wife—before adjournment yesterday over defence objections and despite Reilly's efforts to show that Fisch, Hauptmann's former partner, could have given him the money to buy stocks. Bank clerks testified after the time of the ransom payment.

Earlier the state produced as evidence in its case the shellac tin in which a great part of the ransom money were found in Hauptmann's Bronx garage and the money itself. It exhibited in court the tools found in his garage as it sought to strengthen its charge that Hauptmann built the kidnapping ladder.

The defence scored at another point under cross-examination by C. Lloyd Fisher, associate defence counsel, Sergeant John Wallace, of the New Jersey state police, admitted Hauptmann had told the police after his arrest last September that the ransom money had been taken by him from a shoe box, left in his care by Fisch, the German furrier, named by defence attorneys in broad insinuations as the actual kidnapper and ransom collector.

The florid Reilly attacked the state's case from another angle when Inspector Henry Bruckmann of the New York police testified he found the "Jasie" panel in Hauptmann's closet. Bruckmann said he didn't recall Dr. Condon's street number when he first examined the panel and Reilly demanded if he didn't know his detectives were "investigating" Condon.

"No, I think that is a mistake counsel", he replied.

"You didn't know that?"

"I knew my men were not investigating him".

"You know", said Reilly, "the men from the main office were investigating him?"

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EATON'S GARMENT UNIT TO REPAY GIRL WORKERS

Officials Promise Royal
Commission That They
Will Make Up Shortage
Company Unaware of
Amounts Deducted.

OTTAWA, Jan. 19—Whatever sums the former employes of Eaton's women's garment factory are short through the system of crediting work-tags in one week to the work of the previous week, in order to make up the minimum wage, will be made up to them, R. L. Kellock, Eaton's counsel, told the Royal Commission on Mass Buying here yesterday.

The company will accept the word of the girls as to the amount they have been short, and if any disagreement arises, the company will take the word of the commission's auditors.

"I do not think, however, that that will be necessary," said Kellock, "for we intend to be generous."

Counsel's statement came at the opening of the commission's session today. He was commenting on the evidence of three former employes of factory F-8, who said that "special money" given them one week to make up the minimum wage, was deducted from them in the next week.

"Special money" was a misnomer, said Kellock. What happened was that when the girls turned in their work-tags some would be short of the minimum wage. The company made up the difference. However, when succeeding tags for the next week were turned in the office girl would extract one equivalent to the difference and credit it to the previous week.

This was done without the knowledge of the company officials or auditors.

Saving To Company

The extent to which this system resulted in a saving to the company was discussed by the commission. Kellock admitted the whole purpose of the operation was to save the company money.

There was not an additional purpose to keep within the letter of the minimum wage law, however, said Kellock. At the time the practice was in vogue.

Chairman W. W. Kennedy expressed to Kellock the appreciation of the commission for the statement of the Eaton Company, however embarrassing it might be to the company. The commission also appreciated the company's intention to make good the shortages to the girls.

It assisted the commission and saved considerable work in probing into the situation.

In a general interchange, characterized by Sam Factor Liberal, Toronto West-Centre) as a "mutual admiration society" Kellock apologized to Hon. H. H. Stevens for the warmth of his observations yesterday.

Pressed by Chairman Kennedy, the company counsel agreed that insofar as the head office records of the company failed to reflect this practice they were different from the factory office. This disposed of the resentment felt by the company against Mr. Stevens who had charged a few days ago that such a difference existed.

Exhausted by Work

Miss Winnifred Wells, former employe for 18 years with the T. Eaton Co., was called by Boland.

Her evidence followed the lines of previous witnesses relative to the change in conditions of work in the factory after 1929. Rates of wages on piece work had been cut as low as 50 per cent., she said. She had found it more and more difficult to earn the minimum wage. Her efforts at the factory exhausted her.

Due to the pressure to speed up, one of Miss Wells' companions was of nervous strain while all the girls of nervous strain while all the girls around her were in a condition of continual nervous tension.

Steamer Kenkerry A Total Wreck

INDIVIDUALITY VS. CONTROL IS DEBATE SUBJECT

The University of New Brunswick debating team of William B. Morrissey, of Newcastle, and Norman M. MacLeod, of this city engaged in a radio debate last night with the McGill University team of E. C. Kelloway and C. H. Weyland, the resolution being "That there is as Much Scope for Individuality in Industry Under Government Control as Under Unrestricted Competition." The debate was heard over CFNB last night, commencing at ten o'clock.

Rt. Rev. J. A. Richardson, archbishop of Fredericton; Dr. Malcolm Campbell of Montreal and Dr. Henry Munro of Halifax who were the judges, will render their decision tonight.

The McGill team supported the affirmative of the resolution and Kelloway defined "control" as regulation, not repressive bureaucracy, with the economic rights of workers as its basic charter. Today he pointed out, thousands were denied the right not only to live individual lives but even to earn their daily bread. MacLeod from this city opening the case for the negative maintained that present conditions were due to government control. If capitalism had been left to itself he said, the world would not be in this plight.

C. H. Weyland of McGill challenged MacLeod's statement and said that government control was yet to come. The employer, he said, would be protected under regulation from ruthless competition. Morrissey of U.N.B. defended the hands-off policy of governments in the nineteenth century. There should be no arbitrary control of industry he declared.

She had fallen down on making her minimum wage "very seldom," Miss Wells said.

Although she had at the time been with the company 18 years, she was sent home for one week in January, 1934, for failing to make the minimum wage. She was then 35 cents short one particular day or earning the rate that would bring her to the \$12.50 weekly minimum. That was the first time she had ever been sent home.

Miss Wells was one of the 38 girls let out on July 11, 1934. She had belonged to the union and felt it her duty to go with the others, she said. Relating the circumstances on that day, Miss Wells said she was called to the office of Mr. Clendennan who told her she must make up her mind by 5.30 p.m., July 11, whether she was going to work on the company's terms. She asked for and received a pass to leave the building in order to see the union officials on Spadina.

The first opportunity to return to the building was 7.30 next morning. She went to the factory then, but was refused her time card. She would not have resumed work, said Miss Wells, if the company had not acceded to the demands of the girls.

Chairman Kennedy returned to the matter of Miss Wells being sent home for failing, on one day, to make the minimum. He elicited that to the knowledge of the witness the practice was general throughout the factory.

"I can't imagine any stronger pressure than that," commented the chairman. "To me it is stronger than someone standing behind me with a stop-watch."

"That is how we looked at it, especially when we needed the money," said Miss Wells.

If you let correspondence accumulate long enough, it doesn't appear to need answering.

Master Drowns and the Ship Breaks Up In Heavy Sea—Twenty- eight Rescued From the Craft.

HALIFAX, N. S., Jan. 19—The hungry maw of the stormy Atlantic gulped one victim last night but was forced to relinquish its foothold on three other vessels that dared its winter hazards and escaped the fate of the Kenkerry, now a broken, wave-pounded wreck on Black Rock Point near Halifax.

Captain Duncan Milne was drowned when a giant comber snatched him from the breeches buoy that carried 28 of his men to safety at Portuguese Cove. And the Atlantic gnawed away the bones of Captain Milne's last command.

A few hours later fire threatened the Danish steamer Astra 1,400 miles east of Newfoundland when an explosion touched off the flames. But from the Astra came a message last night: "Fire out, repairing damage. Another ship alongside".

The vessel alongside was the Lars Kruse, swung off her course in answer to an SOS. And the Andania was also hurrying to the scene when the Lars Kruse wirelessly her "Standing by until safe; You can proceed".

Villagers of Port Mouton worried by unaccountable signals from the sea were reassured last night when they the siren of the Markland was responsible and the paper-carrier was safe in Liverpool harbor. The Markland reported sounding her warning blasts at intervals while a blizzard raged.

Meanwhile the S. S. Fairfax was reported nearing Miami after having successfully battled a fire at sea and the small fishing schooner R. B. Hutt reached Liverpool, N. S. after a terrific battle with the elements.

HALIFAX, N. S., Jan. 19—A broken hulk, the British freighter, Kenkerry pounded wildly on Black Point's last night beneath the fury of a driving blizzard that sent her master to death and driven her crew to shore over a swinging lifetime strung from a cliff-top tree.

As the lift and fall of great waves completed their destruction of the ship, villagers of nearby Portuguese Cove braved the storm to search along the shore for the body of Captain Duncan Milne, the 41-year-old skipper who stuck to his ship until she cracked in two and then died in the breakers.

Captain Milne, observing the age-old tradition of the sea, watched his men go one by one yesterday in the early morning hours. While a 40-mile howler whistled around him, he stood on the bridge and coolly gave directions of the rescue of the 28 who manned the Kenkerry. Finally, more than three hours after the first of two life-lines reached shore, no one was left but himself and Chief Engineer J. Dove.

The pair stayed another three hours while those on land vainly signalled them to come ashore. Around nine o'clock yesterday morning, the chief engineer leaped into the breeches buoy at last and rode to safety over the 40-foot rollers.

The ship was shuddering with every roll, split in two aft of the engine room when the Cardiff-born captain essayed the journey across 100 yards of stormlashed sea. He had made 50 yards of it when a wave bigger than any of its fellows reached up and plucked him out of the buoy.

The rescuers powerless to help, saw him drop 25 feet into the trough of the great sea and disappear. They saw no more of him. And the "bos'n's chair" finished its last trip without a passenger.

The youthful captain had been 18 months with the ship. On this trip, the 3,93-ton freighter, out of Newcastle.

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