

SOREL OFFICIAL SAYS PAYMENTS BEING WITHHELD

**Testifies at Hearing o
Montreal Charge**

**Witness Tells of Hours Pu
In By Some Employees**

Montreal, Jan. 29.—(CP)—Loui D. Hudson, comptroller of Sorel Industries Limited, testified in the court of King's Bench to-day that his employers, on orders from the Government, are withholding payment of a bill of \$75,351 which Engine Works and Trading Incorporated holds against them.

Mr. Hudson said that the total of unpaid invoices which Sorel Industries have received from Engine Works and Trading amounts to \$84,409. However, he said, Sorel holds a debit of \$12,509 against Engine Works and Trading.

"We were instructed by the Government not to pay the money to Engine Works," he said. "We believe that the amount owed us by Engine Works is more than the amount we owe them."

At Trial

He gave the testimony at the trial of four men charged with conspiring to defraud the Federal Government and three companies of \$200,000 in connection with war sub-contracts for the munitions department. The men are Patrick Lynch, president and general manager of Engine Works; his son, Donald, former production manager; Patrick Noon, paymaster, and Daniel Taugher, clerk.

Crown Prosecutor Gerald Fauteux, K.C., objected to the filing of documents which showed how much was owed Engine Works by Sorel. Mr. Justice Wilfrid Lazure permitted filing of the documents, but said that "we are not interested in whether Sorel owes Engine Works or whether Engine Works owes Sorel. We are here to find out whether there were means used to defraud Sorel and the other companies."

Glen Brown, an instructor in industrial arts and a former employee of Engine Works, testified that it sometimes happened that employees of Engine Works worked two shifts in succession.

Brown, a well-known football player, said that he worked for Engine Works from February or March, 1941, to last September. He was night shift foreman for a time and then worked as a tool specialist.

The ordinary night shift, he said, was 13 hours and the men "would often work longer." The longest stretch, he said, was worked by Leo Vidal, who put in 36 to 38 hours. Machinery at the Engine Works plant, he said, was antiquated and "five times the amount of work could have been done with modern machinery."

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