

HILMER AND DAVIS

1700 EYE STREET, N. W.  
WASHINGTON 6, D. C.

Page two

TELEPHONE NATIONAL 6471  
CABLE ADDRESS "HILDAV"

November 2, 1948

William L. Marbury, Esq.  
Marbury, Miller & Evans  
1000 Maryland Trust Building  
Baltimore 2, Maryland

Dear Mr. Marbury:

I want to report on two or three aspects of the Hiss case into which I have been examining at your request, or at the request of Ed or Alger.

With respect to Chambers' job with the WPA, I have talked again with Rehlaender at the Federal Works Agency and with a man in the fiscal office there. It is clear that a project worker was hired because there was a job to be done and he had the ability to do it rather than because he was in need of relief. He was paid out of the appropriation for relief, but was not considered on the relief rolls. The employees on the National Research Project of WPA seem to have been treated such like the regular administrative personnel of WPA. Under rulings from the Comptroller General the administrator was given authority to give them appointments which made them employees of the United States and accrue leave for them. However, they were not classified civil service employees, nor were the regular WPA administrative personnel. Employment was obtained by making application to the officers in charge of the project and it is assumed that an appropriate form of application was provided.

With respect to locating the janitor at the twenty-eighth street apartment, Hagners say that their records indicate that they did not pay the janitors, so they must have been employed by the owner, Mr. Liebman. Mr. Liebman's secretary, who was with him at the time in question, says that they have no records going back that far but that she remembers that John and Jack Deering worked in the apartments at or about the time in question. She does not know their present whereabouts and believes that one of them left Washington to go to Pennsylvania. I cannot get on the track of either of them.

According to officials of the Capital Transit Company, Chambers is in error in attributing the laying of the tracks for the B. & A. Railroad to Engel and Haveron, of which they have never heard. Depending on whether the work referred to was the strengthening of the rails from 15th and H. Streets n.e. in about 1921, or a further job involving the construction of a loop for the cars to turn around on three or four years later, the job was done either by the Lake Stone Company or by the Lorraine Steel Company of Johnston, Pennsylvania. The company can