

Evidence Against Hauptmann Was All Planted Says Reilly

**Defence Counsel Reilly
Charges That State
Bungled the Case from
Start to Finish—Coun-
sel Begg Jury Not To
Take Away His Life.**

FLEMINGTON, N. J., Feb. 12.—The last plea for Bruno Richard Hauptmann's life was addressed to the jury yesterday in a hotly worded cry that a "gang" kidnapped and killed the Lindbergh baby and that the case against Hauptmann was an empty fraud.

Edward J. Reilly, in a summation rife with bitter charges that Col. Charles A. Lindbergh was betrayed and tricked by those he trusted, begged the eight men and four women trying the carpenter for murder not to take away what they cannot give back—his life.

With scorn in his phrases but always with an appeal to the "David Harum horse sense" of the jury, Reilly charged that evidence against Hauptmann was "fixed" and "planted", that the State of New Jersey bungled the investigation of the crime from the start.

... this kidnapping was the work of a gang, and by gang I mean a collection of people, bent on evil under-taking", he shouted.

To Demand Death Penalty
Today Attorney-General David T. Wilentz, lithe and alert, will demand the electric chair for Hauptmann, and the jurors, after hearing Justice Thomas W. Trenchard's charge, will file into the bleak, back room where they will try to reach a verdict.

The verdict may come Tuesday night, or Wednesday, or not at all. There is every indication that only four courses will be open—acquittal, conviction with the death mandate, conviction with an mandatory life sentence or disagreement.

The State's Claim
For hours Reilly talked on in the breathless, hushed atmosphere of the tiny, time-scarred courtroom. He began where Anthony M. Hauck, Jr., youthful Hunterdon County prosecutor left off. It was Hauck's task to outline the state's evidence and he said it proved that Hauptmann, and Hauptmann alone, kidnapped, and killed the baby on the night of March 1, 1932.

Hauptmann's color mounted as the young Hunterdon County prosecutor applied the verbal lash, weaving with words one of the chains the state hopes will fasten Hauptmann in the electric chair. When Reilly began his summation, Hauptmann's eyes blinked rapidly. Then his face became set. Apparently he brushed away a tear as he raised a finger to his cheek. Mrs. Hauptmann sat motionless. Her face mirrored little. Now and then a trace of anxiety settled and then passed.

With scathing emphasis, Reilly dwelt again on the names of Betty Gow, the baby's nurse; her deported suitor, Henry "Red" Johnson; Dr. James F. Condon, the falsifier of the ransom payments; Violet Sharpe, the maid who killed herself; Isador Fisch, the dead little German, who, Hauptmann says "planted" the ransom on him.

He pictured the kidnapping as a backstairs job with the ladder a "plant"; he envisaged "signals" involving Betty Gow Johnson and even Condon; he said the white-haired falsifier "stands behind something in this case that is unholy"; he charged Violet Sharpe with "a guilty heart and conscience".

Stresses Condon's Part
"Condon", Reilly shouted, "I have no excuse for him because Condon says with his lies and his gestures that as he went down the street the voice again said, 'Over this way, Dok-tor.' Colonel Lindbergh didn't hear that. ... Who saw Condon hand the \$50,000 (continued on page 4)

"The Valley Road to the Sea"

If the Fredericton Board of Trade gets busy and works on the Valley Route, which we advocated the other evening, that body, working in conjunction with the Saint John Board of Trade, would certainly be able to accomplish something.

Mr. Sclanders, the commissioner of the Saint John Board, who delivered such an excellent address here a few weeks ago, pointed out the advantages of having the Transcontinental Railway come down the Nashwaak to Fredericton, thence down the Saint John Valley to the port of Saint John. Mr. Hubbard, president of the Fredericton Board of Trade, has brought up the matter on various occasions. It would require money to put this through. This expenditure would be for an improved roadbed from McGivney Junction to this city, for better bridge facilities across the river at this point, and for a roadbed from Welsford to Saint John. Of course it will cost money. But the money invested will save millions more. The money that goes into this seaport transportation at the present time is not invested; it is wasted and thrown away—millions of it. This is on account of the longer haul—as we pointed out a few days ago.

From Quebec (Diamond Junction) to Halifax via the Transcontinental route the distance is 646 miles, with the Cobequid Mountains altitude to overcome. From Quebec to Saint John via Moncton as at the present the distance is 546 miles, with some heavy grades; while from Quebec to Saint John via McGivney and Fredericton the distance is only 482 miles, with scarcely a 50-foot rise, and a continuous drop in altitude to tidewater. For passenger, express and some package freight traffic Halifax has the advantages of saving some time in the sea voyage and for that reason will have a busy harbor, and does not need the costly diversion of the grain and other heavy traffic for its development, which should surely go to the port where the most profit for the carrier can be secured when the freight rates are fixed by statute. IN OTHER WORDS, MILLIONS OF DOLLARS MIGHT BE SAVED BY THE C. N. R. IF ITS EXPORT MOVEMENT FOLLOWED THE VALLEYS OF THE NASHWAAK AN ST. JOHN RIVERS TO THE PORT OF SAINT JOHN.

It is well to have Mr. Sclanders, of Saint John; Mr. Hubbard, of Fredericton, and others bring this question up and talk about it—BUT WHAT ARE YOU GOING TO DO ABOUT IT?

In reading about these Fredericton men of years gone by, there is one thing which we have to admire about them . . . THEY DID THINGS. What are we doing besides talking?

One energetic citizen belonging to the Board of Trade has always been in favor of this Valley route because he is sane and recognizes the fact that it is the only natural route. Lately he has been putting the soft pedal on when speaking to us about it. Perhaps he thinks that the Government has no money to spend on this. Do not let this stop us from working for THE VALLEY ROAD TO THE SEA. Make this our slogan: "THE VALLEY ROAD TO THE SEA." Make the Government dig up the money. They will "blow" it in anyway, and they are wasting it now in a useless way on the other route. If you want this route you will have to fight for it. It would be an advantage not only to this section but to all Canada. We are so anxious to see it go through we thought it well to bring the matter up again.

When the Board of Trade gets the grant from the city and are shown encouragement in other ways its executive should get busy and make a practical active fight for "THE VALLEY ROAD TO THE SEA."

FEDERAL SUBSIDY PAYMENTS SHOW AN INCREASE

**Return Tabled in House
By Cahan at Request
of Laurin**

OTTAWA, Feb. 13.—Subsidies paid by the Dominion to the provinces increased from \$12,496,958 in the fiscal year ended March 31, 1930, to \$13,127,565 for the year ended March 31, 1934, according to a return tabled yesterday in the House of Commons by the Secretary of State, Hon. C. H. Cahan.

By provinces the amounts paid in the fiscal year ended last March with figures for the fiscal year 1933 in brackets, were: Alberta, \$1,757,317 (\$1,743,159); British Columbia, \$874,561 (\$877,561); Manitoba, \$1,705,340 (\$1,694,195); New Brunswick, \$693,040 (\$693,040); Nova Scotia, \$653,048 (\$644,255); Ontario, \$2,441,424 (\$2,441,424); Prince Edward Island, \$381,931 (\$381,932); Quebec, \$2,592,014 (\$2,592,014); Saskatchewan, \$2,128,882 (\$2,128,803).

In addition, further "interim" payments in each of the two years in question were made to the Maritime Provinces as follows: New Brunswick, \$600,000; Nova Scotia, \$875,000, and Prince Edward Island, \$125,000.

G. P. Laurin (Cons., Jacques Cartier) requested the particulars.

NEW RAY MACHINE KILLS PAINLESSLY

**But Briton Refuses To
Permit Discovery To
Become An "Engine of
War."**

LEICESTER, Eng., Feb. 12.—A new and powerful ray machine which is reported to kill "painlessly" at a distance of a few hundred yards, has been built by R. C. Chadfield, inventor and lecturer at the Art and Technical College here. Eventually the machine may also be used for the determination of the sex of an unborn child.

So astounding are the claims for the machine that the air ministry sought a demonstration. Chadfield said he refused on the grounds he does not want it "to become an engine of war."

The inventor believes the best use of the ray would be for the extermination of agricultural pests and to aid in slaughtering animals.

He has been experimenting with its use in determining the sex of chickens. The tests so far show that an indicator goes to the left for males and to the right for females when an egg is tested, he said. Chadfield is now trying to adapt the ray to the discovery of the sex of unborn children.

Maritime Province Rum Running Deals Heard at Montreal

BAY ROUTE INSURANCE RATES BEING STUDIED

**Premier Bennett Makes
Announcement In
House**

OTTAWA, Feb. 13.—Before the 1935 navigation season opens, the Imperial Shipping Committee will make a further report on insurance rates on the Hudson Bay route, Premier Bennett told the House of Commons last night. He was answering a question from B. M. Stitt (Cons., Selkirk) as to what steps the Dominion was taking to secure lower rates.

Mr. Bennett said he could not give an exact answer on short notice, but knew the committee was studying the question. He understood that losses last season would be taken into consideration.

In putting his question, Mr. Stitt referred to a report saying that the shipping route out of Churchill was not more dangerous than the route from Montreal although insurance rates are nearly five times as high.

LT.-GOVERNOR MACLAREN WILL SPEAK OVER RADIO

Wednesday evening, at 7:15 o'clock, His Honour the Lieutenant-Governor will make his first public utterance since he was appointed Governor. This speech will be given on the air. It is understood that this is the first time in the history of the province that a lieutenant-governor has ever used the air to make a speech. Lieut.-Gov. McLean never tried it when he was governor and it was too new a factor in addressing audiences before that date.

Lieut.-Gov. MacLaren, who will be introduced to his unseen audience by His Worship Mayor Clark, will speak on the Boy Scout Movement. He will be followed by Chief Justice J. B. M. Baxter.

Lieut.-Gov. MacLaren has recently given a practical demonstration of his interest in the Boy Scout Movement in this province by contributing five thousand dollars of the twenty thousand dollars allotted to New Brunswick.

VANCOUVER FACED BY BANKRUPTCY

VANCOUVER, Feb. 13.—Bankruptcy and receivership for Vancouver are inevitable unless some arrangement is made whereby the city's bond interest rates are reduced temporarily at least, Mayor G. G. McGreer declared yesterday in an address to Associated Property Owners of Vancouver.

He had succeeded in having a meeting of city bondholders called here next Monday, the mayor said, where he will propose a 50 per cent suspension of interest rates until an adjustment can be made. If he does not receive the support of the City Council in his proposal, Mayor McGreer said he would recommend a receiver be placed in charge of Vancouver.

"We have paid war and post-war interest rates during the depression," His Worship said. "I cannot believe that this is right. There is no sanctity of contract that overrides the equity of that contract. Current and future interest rates must be reduced."

Evidence of Conspiracy Is Introduced—Admit- ted by the Presiding Judge.

MONTREAL, Feb. 12.—Fred Levesque, who is well known down in this country as a wealthy bootlegger who flourished in 1928, was before the footlights yesterday in liquor evidence. Evidence of a deal for the purchase of 3,000 gallons of liquor, destined to be transported from Newfoundland to Canada, was consummated in the Montreal office of the Distillers Corporation Limited, was brought out by the Crown at the continued preliminary hearing of nine alleged members of a \$5,000,000 liquor conspiracy.

At the time of the issuance of the original warrant by the Royal Canadian Mounted Police charging 62 persons with being members of the conspiracy, it was stated by Crown counsel the company itself was not concerned in the alleged conspiracy.

The nine whose preliminary hearing continued today were the four Bronfman brothers, Allan, Sam, Abraham and Harry, Barney Aaron, David Costley and F. S. Blair, all of Montreal; William Yule, of Halifax; and Mrs. Evelyn Carline, of Halifax.

The deal was made between F. S. Blair, manager of the Eastern Trading Company, Newfoundland, and Albert Ouellette, an agent for Magloire Fournier, of Quebec City, Ouellette told the court.

In 1935 Ouellette testified he came to Montreal, met Blair at the offices of Distillers Corporation Ltd., and paid \$2,400 to Blair for a cargo of 3,000 gallons of liquor priced at 80 cents a gallon. He had previously purchased another cargo from Blair in a Quebec hotel, Blair told him in Montreal he had no liquor in Montreal but the Eastern Trading Company at Newfoundland had some and a loaded schooner, the Grace McGee, was ready to sail, Ouellette said.

Judge Jules Desmarais presiding at the preliminary hearing earlier ruled on the question of the jurisdiction of a Quebec court to hear conspiracy evidence from the Maritimes and British Columbia not linked up with actual conspiracy in the Province of Quebec.

The Ruling
"Happenings in other provinces must be linked up with similar doings in this province before the court can have jurisdiction," Judge Desmarais ruled. "But evidence will proceed, it being understood it is the introduction of the Crown to try and show preliminary doings in the other provinces finally gave birth to similar doings in Quebec," he declared.

Blair had given him a receipt for the money he had handed over in the Distillers Corporation offices for the Newfoundland liquor cargo, Ouellette testified. His employer, Magloire Fournier, was present at the transaction. Questioned by the defence, Ouellette declared Blair had not been told the liquor was to be shipped to at once the purchase was made Blair had had nothing whatever to do with the shipment.

Fournier took the stand and stated he had gone to Montreal in 1933 with Ouellette to purchase some liquor. Fournier stated he had seen the liquor at Cap Chat, Que., on a boat after sending Ouellette to Newfoundland to get it. The liquor had been landed opposite Cap Chat and a "Johnny Gagnon" "from across the U. S. line" had sold it.

Wilfred Sirois, of Riviere du Loup, Quebec, testified he had been employed by Fred Levesque in 1928 to help unload liquor from the Tremblage

(Continued on page four)

MARKET LOSS FORCES MILLS TO CLOSE UP

**Manchukuo Bars Paper
From China**

SHANGHAI, China, Feb. 12.—Because of the loss of Manchurian markets, more than half of the Chinese paper mills in Fukien Province have been closed. First came over-production, because of the lost Manchurian outlet, then came a 50 per cent drop in the price of paper, and now more than 6,000 workmen are unemployed.

Manchuria formerly took more than half of the output of the Fukien paper mills. After the Japanese invasion, and the founding of the new State of Manchukuo, a high import duty debarred Fukien paper. The situation has been made worse recently, because Japanese capital has built several large new paper mills at Dairen.

MANY OF "Y" BRANCHES HAVE CUT SALARIES

**Officials Declare Situation
Serious**

TORONTO, Ont., Feb. 12.—Eighty-nine per cent of associations had found it necessary to reduce salaries since 1929, it was reported yesterday at the annual meeting of the National Council of the Young Men's Christian Association.

Listed under the heading of "matters of concern and recommendation for action", in the report, was the statement with additional facts that the average salary for 463 non-professional workers was 705 and the average salary for 206 women workers was \$618.

"Our responsibility as a Christian organization demands that we give attention to these matters and work out such adjustments as may be possible without delay", the report says.

DEATH RATE AMONG VETERANS IS INCREASING

OTTAWA, Feb. 13.—More war veterans are dying as the years go on, the House of Commons was told last night. Estimates for the Department of Pensions and National Health came before Committee of Supply and called for an increase in the grant to the Last Post Fund from \$40,000 last year to \$60,000 this year.

In answer to a question, Hon. D. M. Sutherland, Minister of Pensions and National Health, said the reason was an increasing number of deaths among veterans. It was estimated that 621 would be buried by the Last Post fund next year, based on steady increases noted in the past few years.

This grant and a number of other votes for Col. Sutherland's department were passed.