

RETURN JEWELS WORTH FORTUNE DEMAND REWARD

Woolworth Gems Valued at \$731,000 Stolen from Plaza Hotel Returned to Police and Unknown Robbers Demand \$75,000 Reward.

NEW YORK, Oct. 14.—(A. P.)—Expectation that an arrest would follow the mysterious return of jewels valued at \$731,000, which were stolen from the hotel bedroom of Mrs. James P. Donahue, daughter of the late W. F. Woolworth, was entertained by police officials today.

The thieves found it impossible to dispose of the jewels because of their great value, said an anonymous letter received by a detective agency last week, and volunteered to return them if promised immunity and given a reward of \$75,000, which had been offered. Police refused to treat with the thieves but yesterday a private detective employed by the company which insured the gems, walked into police headquarters with the jewels wrapped in brown paper.

Only one item was missing, a beaded bag worth \$400. The jewelry returned included two pearl necklaces, one valued at \$450,000 and the other at \$250,000; a diamond ring worth \$30,000, two rings worth \$200 each, a gold vanity case worth \$200 and an imitation emerald ring, described as of trifling value.

The detective refused to tell anyone but Assistant District Attorney James E. Pecora how he obtained the jewels and Mr. Pecora kept the information secret.

Despite the lack of even a description of the thief or thieves, police authorities announced that police detectives working independently were hot on the trail. The gems were kept at police headquarters pending developments.

POLISH PROBLEM CHIEF OBSTACLE TO SETTLEMENT

LOCARNO, Switzerland, Oct. 14.—(A. P.)—That the Polish problem, particularly the question of the Polish corridor to the sea, still troubles the Locarno security conference, was the impression given today by Austen Chamberlain, British foreign secretary, who said that he and Sir Cecil Hurst, English jurist, had placed their services at the disposal of the delegates in an endeavor to reach an agreement concerning Germany's eastern frontiers.

It is understood that difficulties have arisen over the text of the Polish-German arbitration treaty because Poland, wishing to protect her corridor to the sea, does not desire that the treaty shall affect disputes arising out of existing treaties, which she believes can only be revised under the provisions of the league of nations covenant.

Moreover, Poland wants the same guarantee from her ally, France, for the Polish-German treaty as Great Britain is according to France and Germany in connection with the Rhine security pact.

3 FIREMEN HURT AT SEATTLE BLAZE

SEATTLE, Oct. 14.—(A. P.)—While a fog that completely concealed houses and vehicles at one hundred feet lay over Puget sound and Seattle today three firemen were hurt in fighting a \$200,000 blaze here today. The Zellerbach Paper company and neighboring concerns lost heavily. Firemen waging the battle close to the building were scarcely able to perceive the walls and in the darkness Fireman Oscar Vannolingham had no warning of the flight of a weighty bale of paper that fell upon him. He was rushed to a hospital for an X-ray examination. Two other firemen were cut by flying glass.

Wall Street Report

NEW YORK, Oct. 14.—(A. P.)—Revised profit taking and bear selling, based on the retention of stiff call money rates and unexpected reductions in crude oil prices continued to impede the upward movement of prices in today's stock market. The closing was strong. New points of strength developed in the final hour in various industrial and specialty groups, lifting many of these shares to the year's highest levels. General Railway Signal jumped nine points and Lone-Wilco, Biscuit 8 1/2, while gains of 3 to 4 points included Mack Trucks, U. S. Cast Iron Pipe and International Nickel. Barnett Leather, however, broke seven points. Sales approximated 2,000,000 shares.

MURRAY IN RIGHT MIND

(Continued from page 1.) sanity at the time he dictated the "fugitive" version of the escape to Charles Newman, at the latter's home in New Era, brought the following

reply after Dr. Griffith had read the statement as submitted in evidence by the state:

"The statement shows no evidence of insanity. It would indicate the convict was sane." Testifying as to the effects of merriwauna, which he said was the same as what in the medical profession is known as cannabis indica, a derivative of the flower and leaves of the hemp plant, Dr. Griffith said that it was at one time used by the medical profession as a sedative drug, but that it had fallen into disrepute because of its uncertain effect upon the subject. He said that it might, if used lightly, serve as a stimulant for a short time, but that the real effects would be to numb the sensibilities and slow the physical action of the user.

Replying to a direct question as to the ability of a person under the influence of the drug to execute such an escape as Murray had engineered, Dr. Griffith said:

"It would be impossible to carry out these complicated acts accurately if under the influence of cannabis indica." In cross examining Dr. Griffith, Will R. King, chief counsel for the defense sought first to elicit from the witness whether or not insanity is dependent upon the degree of intelligence of the subject. This line of questioning was abandoned when Dr. Griffith replied that it did not.

At the noon recess Judge King said that he would probably keep Dr. Griffith on the stand during the entire afternoon which will preclude any possibility of the case going to the jury before tomorrow afternoon.

BOOTH OPPOSES R. F. PLANS

(Continued from page one.)

building of the state's railroad program as presented to the interstate commerce commission. The present railroad lines do not meet the needs of Oregon and have not for some time, he said.

He stated the extension of the Oregon Trunk from Bend to Klamath Falls and the completion of the Natron cut-off will not aid the traffic situation north of Lakeview or east of Bend.

"There will still be an area in this state as large as the state of Ohio without a railroad," Corey said. "Let us have the line from Odell to Crane by all means," he continued. "The Alturas line as a substitute to it is not satisfactory but we have no objection to the building of the Modoc Northern if the Odell-Crane line is constructed."

"When the Southern Pacific and Union Pacific were together the Southern Pacific sent its Oregon lumber traffic over the Union Pacific via Portland and made a large return, but since the lines were divorced and the Southern Pacific lumber traffic is routed south it has not made any returns on this business. This is caused by the long haul in bringing the empties here for lumber.

"It would be much more profitable for the Southern Pacific to give this traffic to the Union Pacific at Portland and send it over this line to the coast."

Corey said the saving in operation expenses by the use of the Natron cut-off will soon save the Southern Pacific the cost of that line.

Returning to the Odell-Crane road, he said the interstate commerce commission order requiring the Southern Pacific to give the Union Pacific at Ogden its eastern lumber business originated south of Kirk seems to have satisfied the Union Pacific. If this had not been done, Corey said, the Union Pacific would have built west from Crane into the Klamath basin.

Budd His Recalled. Ralph Budd, president of the Great Northern, was called as a rebuttal witness. He stated that one of the provisions of the transportation act was that competition must be preserved as far as possible. "We had this in mind in the Bend-Klamath extension," he said. "If this road is not built, a very large part of Oregon will be without rail competition."

He said there will be car shortages in the future just as there will be railroads in the future.

Two controlling factors entered into the making of the street from Bend to Klamath Falls, Budd pointed out. One was that they could not make use of the Strahorn lines, so had to go into other districts, the other was that when the Southern Pacific announced having secured control of the Strahorn lines and thus entered new, rich timber areas, the Oregon Trunk had to seek new, rich timber districts for its future business.

"The Oregon Trunk will join with any other line in building from Bend to Klamath Falls," he declared. "We will be willing to make use of as much of the Strahorn line as is possible to Klamath Falls and we would be willing to help in rebuilding the Strahorn lines to Klamath basin."

Hill Lines Favored. Testimony in behalf of the Oregon

public service commission's effort to obtain a cross-state line from Crane to Odell was given late yesterday. Among the witnesses were J. P. Newell, consulting engineer of Portland; Dr. Peter Crockett, professor of economics of the University of Oregon; Earl Murphy, secretary of the Marshfield chamber of commerce, and Tom G. Mullin of the North Bend chamber of commerce.

In his statement Dr. Crockett said: "There is waste if the sheepmen of central Oregon, south of Bend, cannot take advantage of the natural advantages in feeding grounds offered of the northern lines in reaching markets at the eastern end of the northern lines."

"There is waste in restraining the northern lines or other lines from reaching objectives which can turn unprofitable investments into profitable, especially when the opposing lines are in a position to earn a fair return. There is waste in holding back the natural division of labor between the eastern and western parts of the state through lack of a cross-state line. There was waste when Willamette valley dairymen paid \$20 a ton for alfalfa in 1922 when Harney county and Paisley valley farmers got but \$6 a ton. Somewhere between \$6 and \$20 the price would have been if a cross-state line had been built."

No Promise to Klamath. Robert H. Strahorn testified that he had not told Klamath Falls people that his line would never become a part of the Southern Pacific system. He said the people of that basin were so anxious for more railroads that they had put no strings on his proposals.

He said his railroad construction up to date in southern Oregon has cost "in actual money \$1,200,000." C. C. Chapman, editor of the Oregon Voter, who first took Strahorn through the Klamath country, testified that Strahorn made no promises to the Klamath Falls people regarding what disposition he would make of his railroad when built.

The last witness on the stand was F. L. Burchhalter, assistant general manager of the Southern Pacific, called as a rebuttal witness. He three times made the declaration relative to the proposed extension of the Oregon Trunk south from Bend to Klamath Falls:

"It is the policy of the Southern Pacific to oppose any part of the construction of the Oregon Trunk as proposed in this hearing."

Burchhalter told of many objections to joint use of railroads and the difference between a "common user" usage and a "bridge usage." He averred that joint use imposes a duplication of operation expense, and that the waste caused would be large enough per annum to build a parallel track. He then stated the Southern Pacific case in its bitter and continuous objection to the Northern lines building south from Bend through the medium of the Oregon Trunk.

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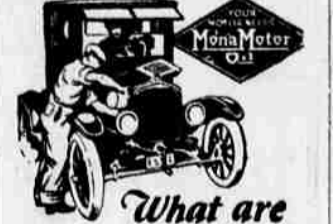
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