

EUROPE'S SHEIKS ENJOY GAY TIMES IN BERLIN CAFES

By Charles R. Feelin
(Associated Press Staff Writer)
BERLIN (AP)—Professional male dancing partners, commonly known as "gigolos," are probably nowhere as numerous or prosperous as in Berlin.

The fact that Germany has over 2,000,000 more women than men explains the abundance of these light-footed experts in scores of jazz emporiums. Berlin recently crowned its "King of the Gigolos" and a song about him has become a popular hit.

The Berlin gigolo, or "Rintenzor" as he is dubbed in German, is rarely a Teuton. Germans generally are not good dancers. Neither are they sufficiently romantic—a most essential qualification for a successful gigolo.

Most of Berlin's gigolos hail from Russia. Scores of them were formerly dashing young Cossack officers. Not a few pride themselves on being descendants of the Romanoff family.

Some are even successful in making their matrimony partners believe that they are grand-dukes or princes.

Their partners usually wax violently anti-Soviet after they have listened to heart-rending tales of how the Bolsheviks stripped them of fabulous wealth. This story usually softens the lady's heart to the extent of a fee of fifty marks instead of the regular twenty at the end of an evening during which his "divine" dancing made her feel 20 years younger.

Yet fifty marks, the equivalent of \$12, is by no means the best honorarium for slicing 20 years off a partner's life. To an amateur gigolo who gives up a 50 mark a week job as ribbon salesman to become a "jewelry expert" (gigolos are supposed to become such), such honorarium means a butter for their bread. But among Berlin's "Rintenzers" elite are not a few to whom the "profession" has brought "cake" with which they embarked upon a life of luxury and ease.

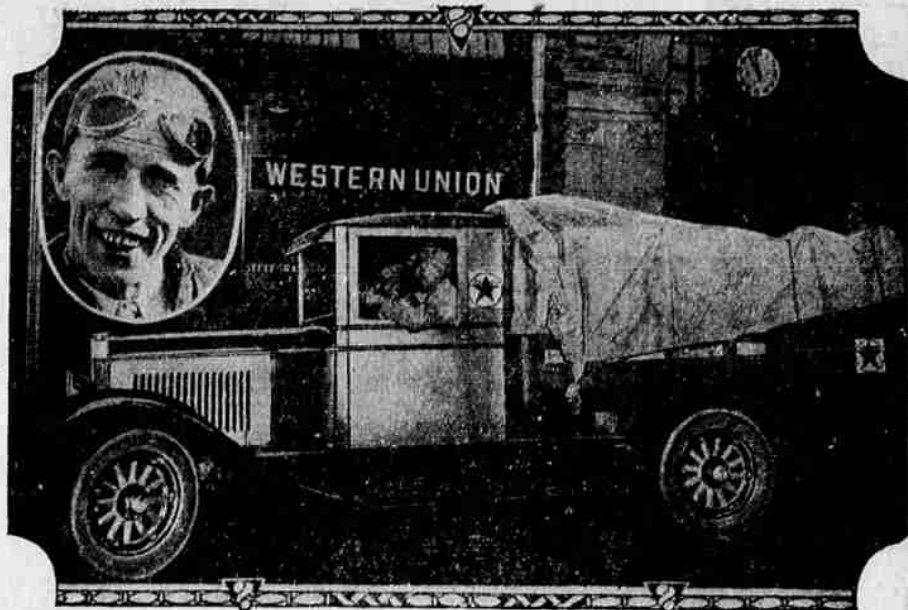
Just how many of them reaped a harvest of gold, thanks to the open-handed gullibility of American widows or "grass-widows," is not a matter of record. Rumors, however, have it that American dollars have lured many a gigolo's pockets since prohibition started the American exodus to the less arid capitals of Europe.

The Berlin gigolo's height of ambition, of course, is "big game" and the bigger the better. Age and resulting lack of feminine pulchritude are no bar to a woman's being marked as a gigolo's prey. She must have—but one qualification—money. How to make her part with her worldly riches is the gigolo's job and the most subtle capture first prize.

Such a one was the notorious Alexander Subkoff, whose mastery of the art of "gigoloism" won for him the hand of Princess Victoria zu Schaumburg-Lippe, the ex-empress of Germany. With her went a dowry which hereabouts was considered a fortune.

True to the traditions of his "profession," he squandered that fortune, stripped his victim of virtually her last penny and thus made a byword out of a name that once was a fetish in aristocratic circles.

New Record Auto Commercial Transportation



Establishing a new record for commercial automotive transportation, Daniel T. Snow drove to Phoenix, Ariz., from Los Angeles in 12 hours, two minutes in a one-ton Fargo truck equipped with a De Soto motor and carrying a two-ton load. The former record, so far as is known, was 13 hours, 50 minutes.

Mr. Snow was checked out at the Western Union office in Los Angeles at 11:04 p. m., Pacific

time, and was checked in at the Western Union office at Phoenix the following day at 12:03 p. m. mountain time.

"This motor had only been driven a few miles before leaving on the trip and naturally was new and stiff," Mr. Snow said. "The efficient lubrication provided by Texaco oil prevented a development of more than the normal degree of heat, however, and the motor operated freely and smoothly

despite the speed made. Less than one pint of oil was used. It was not necessary to add either oil or water, and upon arriving at the destination the water in the radiator still was at proper circulation level.

"That the Texaco gasoline used also proved its worth is indicated in the fact that we made exceptionally good gasoline mileage and always had a surplus of power despite the strain to which the motor was subjected."

"Death Valley Scotty" Builds Mystery Mansion Deep in Heart of Nevada Sands

Eight hundred miles by motor, across deserts and mountains, in four days? Why? To see the Mystery Mansion at the end of the trail, Isabel Likens Gates writes in the Washington Star. Eight hundred miles on a wild goose chase, perhaps, for who could tell in what mood Scotty would be upon our arrival? Would he be cordial and chatty, or sullen and repelling? Possibly we would be driven away after all the miles traversed without even a look-in for Scotty has his days—on and off.

Then, too, Scotty has his troubles, like the rest of us. The inquisitive public annoys him. He threatens to move bag and baggage and to erect his mansion upon the top of one of the towering peaks not far away. Perhaps he will move his mansion and place it upon a lonely mountain that stands back of the present site. This mountain top would be an ideal place—such an inaccessible place. No one could possibly reach it, except by invitation. Of course, a cable would have to be utilized for entrance and exit; indeed, for moving the mansion itself.

This is a good idea and perhaps Scotty will accept it, for what's money to Scotty? He has a gold mine where he picks up gold nuggets as big as hens' eggs, and no one knows where it is. Of course, he has been followed, but somewhere along the trail he has disappeared, and it is said that even an Indian expert enough to trail a butterfly through a cyclone could not possibly track Scotty to his treasure trove.

Such were our thoughts as, early in the morning, we left Reno over a wonderful road. What a beautiful morning! One wished for wings—the car was not fast enough—for the air was so rare, clear and invigorating. Around the base of the Sierra Nevada led our trail. Through green fields and forests, past Steamboat Springs, the steam from its underground cauldrons rising like a white veil in the light morning air, through a dark canyon with wooded sides for a few miles, then to emerge in full view of the Washoe Lake, nestling in peace. Through Carson City, the state's capital, hidden in a forest of poplars. Then mile after mile into the sparsely settled country at any desired speed, for the road was hard and smooth and traffic did not impede.

A Boulevard Miles Wide
Night passes and morning finds us again on our way. Through the town and over the ridge, and a wonderful road lies straight ahead; a long black arrow down grade into a bowl of Nature's fashioning. Goldfield, a ghost camp, almost deserted. Then on into the open again; but where is the road? The entire face of the earth hereabouts seems covered by travel tracks, but which is the road? Various tracks lead somewhere evidently—desert roads, terribly corrugated, uncared for—but which one leads to Scotty's? No matter, all seem going toward Death Valley.

At last Greatvine Ravine between two mountain ranges. High cliffs and steep slopes. Only one road now, rocky but clearly defined, curling in and out among boulders and clumps of trees. At last something green. An acre or more of tall trees, grass, a spring, a river winding down, the road beside it, and, at the end Scotty's house, the Mansion of Mystery! In a moment we are knocking at the portals—a one-story lodge with its gates wide open, as if inviting the traveler to come in and rest a while. "Is Mr. Scotty at home?" "No, away for a week." A week in which to spend some of the fabulous wealth taken from his mysterious gold mine, perhaps.

Regret or relief? Scotty has his moods, so we had been told. "Could we see the mansion?" One of the party had come clear from Washington, D. C. "Washington? Magic word, open sesame! The place was ours!"

Its Setting Magnificent
Strange that now we are here at the mansion it does not receive our first attention, for the mighty

mountain towering as a background and standing like a silent watchman impresses us most. Who can escape the influence of a mountain? What a view from the front of its slopes! What a beautiful setting for the Spanish architecture of the buildings! To the right of the gates and above the entrance is a long one-story building, removed from the main structure—this is the guests' quarters—and a couple of hundred feet away, reached by a path strewn with black tiles, molar and debris (the mansion is not completed), stands the Mystery Mansion itself. Yellow it is, and Spanish in architecture. A patio, entered through arched openings, separates the two parts of the structure on the first floor, but a covered passageway connects them on the second. In the building, to the right, on the first floor, is the dining room, the kitchen, refrigeration plant and storage rooms. The building on the left is the real mansion and beautiful it is indeed. One enters a large central room two stories in height with a great fireplace at one end, on either side of which are doors leading into master bedrooms—Scotty's sanctuary from the crowds that annoy him when he's in an unbecoming mood. At the opposite end to the left of the entrance is a fountain—a fountain and a fireplace—to cool and to heat.

The fountain, a novel innovation, is most beautiful and made of polished variegated Jasper. The name of Jasper is ten or more feet in height and arches at the top. Over the Jasper mosaic runs a curtain of water, spouting up several feet from the basin. The rim is made of red Jasper with mosaic inlays of the streaky stone set in a regular pattern. The whole effect is very beautiful. At the left side of the fountain and extending behind it is a broad highway that leads to the second floor. From there a balcony runs along the side and both ends, giving access to the bedrooms and to the archway entrance of the second floor of the opposite building. Here is the concert hall, wherein one of the finest of pipe organs is being installed. There are several passageways and stairs lead to the tower which looks down toward Death Valley, some six miles away.

ELUSIVE ELECTRON NAMED; ITS LOST COLLAR BUTTON
LONDON (AP)—At last a scientist has defined the electron in words anyone can understand. "The electron," said Sir Oliver Lodge in an address here on the relationship between science and religion, "is the lost collar button of the universe."

"We know that the electron is in space, but we cannot exactly locate it. It is like a collar button which we know is in the room, and even under the dressing table; yet we cannot locate the thing."

OREGON MAN IS CHAIRMAN NATIONAL GOOD ROADS BOARD

WASHINGTON, D. C., Dec. 7.—

National attention will be focused on the roadbuilding needs of the west as the result of the appointment of Dr. E. B. McDaniel, president of the Oregon State Motor association, as chairman of the National Good Roads Board of the American Automobile association.

In announcing the appointment of Dr. McDaniel, Thos. P. Henry, president of the A. A. A., said: "Dr. McDaniel has long been a leader in motoring activities throughout the west, and has played an important part in attracting motorists to the northwestern part of the United States. While it is true that road building in many states of the far west has not kept pace with the rest of the country, these states are preparing for an era of highway expansion. Therefore, placing Dr. McDaniel of Oregon, a leading state in road building, in direct charge of the highway activities of the A. A. A., at this particular time, is certain to have far-reaching benefits."

Dr. McDaniel, in accepting said: "The western part of the United States is solidly behind the move to secure an increase in federal aid appropriations from the present amount of \$75,000,000 annually to \$125,000,000. In addition a concerted effort is being made to have congress raise the appropriation for forest roads and trails from \$7,500,000 to \$12,500,000 annually. Throughout the far west there is the general feeling that these two programs, which would mean an additional \$20,000,000 a year in federal assistance, will go far in stimulating road building and aiding the economic progress of this vast area."

"Then there is the problem of building highways through the sparsely settled public domain in the public-land states. It is one of the most vital confronting this vast section. Congress can ill afford to longer ignore the public demand for the government to do its rightful part in bearing its share of the financial burden. President Hoover's familiarity with western needs also augurs well for favorable action."

"The trend toward long-distance touring has emphasized the need for speeding up highway building in order that the west may take its place on the touring map of the nation in an impressive way. The tide of travel is now flowing in this direction. It is my belief that all of this section is on the eve of one of the most progressive periods in its history. Adequate highway systems and intensified motoring services will assure it."

Dr. McDaniel is also intensely interested in the proposal to build an international highway connecting the Pacific slope with British Columbia, the Yukon territory and Alaska. Legislation is now pending in congress to authorize an investigation of the feasibility of such a project.

Dr. McDaniel, in taking over the chairmanship of the A. A. A. Good Roads board, assumes command of one of the primary concerns of organized motordom. Improved highways have always been to the forefront in the work of the more than 1,000 affiliated A. A. A. motor clubs throughout the country. Coordination of the efforts of these units in behalf of adequate highways will continue to be the major function through Dr. McDaniel's leadership.

VICTOR RADIO HOUR THURSDAY

Two famous concert artists, Hulda Lashanska, soprano, and Harold Bauer, pianist, will be the stars of the radio Victor hour to be broadcast from station WEAJ through the NBS system, Thursday evening, December 12, at 10 o'clock, eastern standard time with the Radiotron Division as sponsor. In addition to the solo numbers, selections will be played by the new Victor Salon orchestra, under the direction of Nathaniel Shilkret, and by the Shilkret string quartette.

Mme. Lashanska possesses a pure lyric soprano, developed to the utmost fluency by coloratura training. She is an American, born in New York City. Her first interest was in the piano, but at eighteen her voice was discovered and she studied under Sembrich and other famous teachers. Since her debut she has appeared with practically every great symphony organization in the United States.

Mr. Bauer is an artist of international reputation. At ten he made his debut in London as a violinist, and for nine years he toured Great Britain as soloist. A meeting with Paderewski, who urged him to study piano, turned his interest to that instrument, which ever since has been his chosen medium of expression and which he plays with an art that admits of few rivals.

October Daily
Air Mail Average
49,936 Pounds

An increase of 45,936 pounds of airmail over September figures was disclosed when the postoffice department announced that the poundage for October was 791,625. The daily average for September was 21,854 pounds, and for October, 22,633. October had three more business days than the previous month, however. Total poundage for September was 655,689.

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Designed and engineered as an integral part of the car itself, the installation will provide radio receiving facilities at the owner's option on closed models of the Chrysler "77" and "70" lines.

According to Mr. Chrysler, the decision to include radio equipment as an integral unit in automobile manufacturing came as a result of a nation-wide survey, that led conclusively to the fact that radio has so entrenched itself as a necessity of modern life that it can no longer be ignored as a factor of desirability in motor car equipment.

"The motoring public," Mr. Chrysler said, "with cars attuned to radio in its homes, desires the same entertainment while driving and many already have experimented with portable sets hoping they might be able to hear highlights of the world's news, thrilling sport events, market reports and the latest in entertainment without having to forego the pleasure of an evening's drive or week-end jaunt away from home."

"After exhaustive tests on the road and in the laboratory by engineers of the Chrysler corporation, the Transstone radio was found to provide perfect reception under all conditions imposed by motor car installation. Its inclusion as an engineered unit in Chrysler cars was immediately directed."

Except for a single dial control on the instrument panel, within easy reach of the driver or front seat passenger, the Transstone is entirely out of sight. A wire screen aerial is concealed in the top. An exclusively owned and patented "suppressor" device entirely eliminates all electrical interference. Transstone permits a wide range of selectivity, giving excellent results with distant stations and has all the capabilities of a first-class home radio at all motor car speeds.

MOSCOW (AP)—The official soviet tourist bureau has concluded an agreement with the Turkish Touring club making it possible for foreign tourists to enter Russia from Constantinople by way of Black Sea coast resorts. The soviet government will operate passenger steamers on this route.

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