

Murder of Serge Rubinstein Continues to Baffle New York Police Officials

Killer's Identity, Motive Escape Police Detection

New York—(U.P.)—Who killed Serge Rubinstein?

Well, a week after his murder, you can pay your nickel and take your choice. The cops don't know who killed him, they don't know why he was killed and, as a matter of fact, they don't know how he died.

One school of sleuths has always advised "cherchez la femme!" That wasn't hard to do. The 46-year-old millionaire had so many party girls it's hard to tell them apart except by varying hair shades toward which Rubinstein took a liberal view. Girl Friends Named

There was Estelle Gardner, brunette salesgirl; Pat Wray, chestnut-haired secretary; Betty Reed, blonde coloratura soprano; Dorothea McCarthy, black-haired model; Patricia Sinnott, red-haired ballet dancer.

Other dicks say "find the motive." It will lead to the killer. Well, a good many of the 12,000,000 Americans who served in World War II may have thought at one time or another of doing in the chunky draft dodger who was still successfully fighting deportation.

Money? That root of all evil and most murders. Serge certainly had a wad of it. Six months ago he received an extortion death threat demanding \$55,000. During his lifetime his financial manipulations had broken a number of men more scrupulous and less sharp.

Clue Picture Out of Focus
Clues, look for clues, says Scotland Yard. Fit the pieces of the puzzle together and there is the picture.

In the third floor bedroom of Rubinstein's Fifth Avenue townhouse, police have scooped up a woman's white glove, a lady's black purse, six bobbypins, a length of surgical adhesive tape, venetian blind cord and a set of 10 fingerprints. But the picture isn't in focus.

Establish the persons on the scene? There was quite a cast. His mother, his aunt, the butler, the handyman, a maid and the young girl who accompanied him home. Also the sound of "angry men's voices" and a mysterious "woman in brown" now believed to be the butler.

Ambulance Attendant
Police disclosed the "woman in brown" was an ambulance attendant who came to pick up the financier's body. The "angry men's voices" were discounted when Rubinstein's mother said she couldn't be sure she heard them the night of the murder.

Look through his personal records, his diary. Rubinstein was accommodating on that score. He left six black ledgers containing the names of 1000 persons, some of them "prominent Hollywood personalities."

It's quite a murder, all right. One newspaper finally narrowed down the possibilities by announcing the motives were either: 1. Romance. 2. Revenge. 3. Profit. 4. Jealousy. 5. International politics. 6. Sadism.

Another suggested it was a job bungled by burglars who taped Rubinstein so crudely to prevent his outcries that he accidentally suffocated. Another theory is that he was to be strangled to a boat but suffered a heart attack in the excitement.

Known Facts
The known facts are these: Rubinstein went late last Wednesday night to Nino's La Rue, a plush nightclub in the east 50s, with Miss Gardner, a good-looking salesgirl he had met at a party on Jan. 13.

"He wasn't bothered about anything," said Miss Gardner. "Don't believe those stories that he was worried. He was happy and we both enjoyed dancing."



FAREWELL—Patricia Sinnott, red-haired ballet dancer who was one of Serge Rubinstein's many dates, places a rose on the flower-laden casket of the multi-millionaire at graveside in New York. Mrs. Stella Rubinstein, mother of the playboy who was found murdered in his Fifth Avenue mansion, heard the rabbi conducting the funeral service label her son as a friendless psychopathic money seeker who refused to serve the country he claimed to love. Man next to Miss Sinnott is unidentified.

Northwest's Orient Service Authorized

Washington—(U.P.)—President Eisenhower has instructed the Civil Aeronautics Board to renew for seven years Northwest Airlines' authority to serve the Orient via its northern route, it was announced yesterday.

He said in a letter to the board that he will hold off a decision on use of this route by Pan-American World Airways, which now operates across the mid-Pacific.

The President said he does not approve of the applications of Trans World Airlines and Transocean Airlines for new routes in the Pacific.

Mr. Eisenhower approved temporary renewal of Pan-American's authority to operate between Seattle and Portland and Hawaii for five years. He disapproved of renewal of Northwest's authorization for the same route.

They left about 1 a.m. and Serge borrowed a quarter from the cab driver to tip the doorman. They went to his house overlooking Central Park and Miss Gardner went inside with him. She stayed about half an hour.

His body, clad in blue-black silk pajamas, was found on the bedroom floor at 8:30 a.m. by the butler. His feet were bound, his hands tied in front of him. The adhesive tape covered his mouth and was looped around his neck.

That's just about where the case still stands. The man of mystery died in mystery.

LEGAL NOTICES

NOTICE
Notice is hereby given that Raymond R. Reter of Jackson County, Oregon, has, pursuant to the provisions of ORS 616.605, adopted the name "Reter" as his brand upon growers' lug boxes and containers furnished to growers by him in connection with his fruit packing operations at Medford, Oregon, and a statement of the adoption of said brand has been filed with the Department of Agriculture of the State of Oregon and the County Clerk of Jackson County, Oregon.
Dated: January 17, 1955.
Raymond R. Reter.

NOTICE TO CREDITORS
IN THE CIRCUIT COURT OF THE STATE OF OREGON FOR JACKSON COUNTY
(Sitting in Probate)
IN THE MATTER OF THE ESTATE OF
WILBUR W. CAMERON, Deceased
Notice is hereby given that the undersigned Administrator of the estate of Wilbur W. Cameron, deceased, and all persons having any claims against the estate are to present the same, properly verified with vouchers attached, to the undersigned at the office of the Attorney for the Administrator, Chas. W. Reames, 411 Medical Center Building, Medford, Oregon, within six months from the date hereof.

DATED this 18th day of January, 1955.
DON CAMERON, Administrator.
Dead line Sunday Classified is at noon Saturday; 10 a.m. Monday for Monday; other days 5:30 previous day.

Survey Shows Automobile Ownership Costs Almost as Much As Buying House

Chicago—(U.P.)—It costs about as much to own and operate the modern automobile as it does to buy a new house, Popular Mechanics magazine said a survey shows.

On the average, the magazine said, a car purchased six years ago has cost its owner, exclusive of financing charges, \$20 a week... \$1055 a year... \$6130 for the six year period.

At this rate the cost of auto ownership over 18 years, shorter than the usual home mortgage term, would run well over \$18,000.

Independent Survey
Popular Mechanics said its survey was run by an independent organization through questionnaires mailed at random to car owners throughout the country. The questionnaire listed every possible expense except financing charges for the last 12 months.

Owners of low-priced cars far-

ed better than those driving medium or high priced automobiles, the survey showed. Low-priced automobile expenses averaged out at \$837 per year compared to \$1015 for medium-priced cars and \$1209 for high priced vehicles.

Biggest Expense Items
Fixed expenses such as depreciation, insurance, taxes, licenses, garage rents and parking fees were the biggest items in the automobile budget, requiring 67 per cent of the overall outlay. Depreciation alone took 47 cents of each dollar spent. Insurance was next, taking 12 cents.

Every driver was forced to shell out these "fixed expenses," the magazine said, whether he drove 500 miles a year or 25,000. Running expenses—gasoline, oil, tires and repairs—took 33 cents, on the average, over the six year period. However, the running costs mounted with the

age of the car so that by the end of the sixth year they almost equalled the fixed expenses the survey said.

Editors of the magazine said most car owners participating in the survey were amazed to learn how much it costs them to own and operate their automobiles.

Asked what features of the modern car they would be willing to give up in order to lower costs, 59 per cent said they would be willing to have reduced speed, 56 per cent said they would give up annual style changes, and 52 per cent said de luxe trim. Forty eight per cent said they would do with less horsepower, 35 per cent with less over-all size, 33 per cent said they would give up the automatic transmissions, and 19 per cent with less acceleration. Only seven per cent would be willing to sacrifice interior space—roominess—for cost.

Montgomery Ward Wins Damage Suit in Portland
Portland—(U.P.)—Montgomery Ward & Company yesterday was awarded \$10,750 damages against six railroads and 28 motor truck carriers.
The suit was filed in Portland Federal Court Dec. 3, 1942, and originally claimed actual and punitive damages in excess of three million dollars. Damages were sought because carriers refused to cross picket lines during a Ward employees strike here between December, 1940, and July, 1941.

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