

Midget Clown Rides High



CUCCIOLA, tiny Italian star, who scores in frenzied feats of equestrianism in the Ringling Bros. and Barnum & Bailey big top.

mechanic, which is an aerial block and tackle gag, with a line about his waist. They zoom Cucciola in high and wide swoops from the tent top to the horse's mane, its tail, and now and then, its back.

The Zoppes, the Justino Loyals, the Bostocks, three famous equestrian troupes, are among the headliners in the 1949 performances of so-called The Greatest Show on Earth.

Performances begin at 2:15 and 8:15 p.m., with doors open at 1 and 7, to the menagerie and the world's largest big top.

NOTICE OF SPECIAL ELECTION

Friday, October 14, 1948

NOTICE HEREBY IS GIVEN that a special election will be held in the City of Salem, Oregon, and in the area or territory hereinafter described for the purpose of submitting to the registered voters of the said City of Salem and the registered voters residing in said territory, for their approval or rejection, the proposition of annexation to the said City of Salem of such area or territory, to-wit, the area or territory described as follows:

Beginning at a point on the west line of Market Road No. 91, the same being known as South Twelfth street, in Section 3, Township 8, South, Range 3 West of the Willamette Meridian, Marion County, Oregon, the same being the southeast corner of the Fabritius Smith Donation Land Claim No. 40; thence North 88° 11' West along the south line of Outlot 18 of Morningstar Addition to said county and state to the southwest corner of said outlot 18; thence Northerly along the west line of said Morningstar Addition to the northeast corner of Lot 1 of Smith's Fruit Farms No. 3; thence North 89° 30' West along the north line of said lot 1 to a point that is South 0° 45' West 40 feet from the southeast corner of that certain property conveyed by deed to Lewis Jackson and recorded in Volume 201, page 416, Deed Records for Marion County, Oregon; thence North 0° 45' East 257.2 feet; thence North 14° 21' 30' West 314.16 feet to a point on the easterly projection of the south line of Block 26, Nob Hill Annex; thence westerly along the said easterly projection to a point that is 50 feet easterly from the southeast corner of said block 26; thence northerly and parallel with the east line of said block 26 to the south line of Hoyt street; thence northerly to the southwest corner of Block 16, Nob Hill Annex; thence northerly along the west line of said block 16, to the quarter-section line running easterly and westerly in Section 24, Township 7 South, Range 3 West of the Willamette Meridian in said county and state; the same line being the north line of a 60 foot county road commonly known as East Hoyt street, said point being also 30 feet northerly from the northwest corner of said lot 15; thence westerly along said north line to a point where the same intersects the west line of the Southern Pacific Company's right of way; thence southerly along the west line of said Southern Pacific Company's right of way to a point where the same would intersect the northerly projection of the east line of Tri-Mountain View Subdivision; thence southerly along the said northerly projection and said east line and also the southerly projection of said east line to the south line of Market Road No. 23 where the same runs easterly and westerly; thence easterly and southerly along the south and southwesterly line of said Market Road No. 23 to a point where the same would intersect the easterly line of that certain tract of land conveyed by deed and recorded in

Volume 373, page 86, Deed Records for Marion County, Oregon; thence southerly along said east line of property referred to in said Volume 373, page 86 to the southeast corner thereof; thence westerly along the south line of said property and the westerly extension thereof to the west line of County Road No. 839, the same being a point on the east line of Outlot 7 of Morningstar Addition; thence Southerly along the east line of said Outlot 7 to the southeast corner thereof; thence westerly along the south line of said outlot 7 and the westerly projection of the same to the point of beginning.

The registered voters of the said City of Salem, and the registered voters in the territory above described, hereby are invited to vote upon the proposition of annexation of the said territory to the said City.

The polling place at which said election will be held in the territory above described is designated to be at 2830 So. 12th Street, in garage in said territory.

The polling places at which said election will be held in the City of Salem are designated as follows:

WARD 1, which includes Precincts 8, 10, 13, 15, and 38 at Grant School, Market Street, between Cottage and Winter Streets.

WARD 2, which includes Precincts 2, 11, 21, 27 and 29, at Washington School, 12th and Center Streets.

WARD 3: There will be two polling places in this ward as follows: For Salem Precincts 16, 17 and 31, at the City Hall, Second and floor corridor, High and Cheneketa Streets.

For the Kingwood precinct at all that part of the city in Polk County, at 1094 Kingwood Drive, entrance on Glen Road.

WARD 4, which includes Precincts 4, 5, 12 and 30, at the State Heating Plant, 12th and Perry Streets.

WARD 5, which includes Precincts 7, 14, 21, 22, 23, 25, 26, 27 and 42, at Mayflower Milk District, Dairy Coop, Assn., 2135 Fairmount Road.

WARD 6, which includes Precincts 1, 2, 19, 20, 25, 28 and 39, at the High School (Salem) and (High School), 14th and D Streets.

WARD 7, which includes Precincts 3, 4, 7, 8, 9 and 18 in Garden Home Tracts would intersect said city limits line; thence southerly along said northerly projection to a point on the North line of a 60 foot county road commonly known as East Hoyt street, said point being also 30 feet northerly from the northwest corner of said lot 15; thence westerly along said north line to a point where the same intersects the west line of the Southern Pacific Company's right of way; thence southerly along the west line of said Southern Pacific Company's right of way to a point where the same would intersect the northerly projection of the east line of Tri-Mountain View Subdivision; thence southerly along the said northerly projection and said east line and also the southerly projection of said east line to the south line of Market Road No. 23 where the same runs easterly and westerly; thence easterly and southerly along the south and southwesterly line of said Market Road No. 23 to a point where the same would intersect the easterly line of that certain tract of land conveyed by deed and recorded in

Volume 373, page 86, Deed Records for Marion County, Oregon; thence southerly along said east line of property referred to in said Volume 373, page 86 to the southeast corner thereof; thence westerly along the south line of said property and the westerly extension thereof to the west line of County Road No. 839, the same being a point on the east line of Outlot 7 of Morningstar Addition; thence Southerly along the east line of said Outlot 7 to the southeast corner thereof; thence westerly along the south line of said outlot 7 and the westerly projection of the same to the point of beginning.

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Cost of Operating Car, Like Living, Doubled in Decade

By Alexander R. George
AP Newswire Writer

WASHINGTON—The over-all cost of buying and operating a new automobile has just about doubled since pre-war days. The biggest single factor in increased post-war costs has been the higher selling price of cars. However, repair costs, gasoline prices and auto insurance premiums also have risen substantially.

A reduction in these costs must come if long-range trends to increased auto use and economy are to be continued. The return of an auto buyers' market will help some but further emphasis on economy will be necessary. Those are the findings of Wilfred Owen, transportation specialist of the Brookings Institution. Owen analyzes the trends of auto uses and cost and their importance to the national economy in "Automotive Transportation," a book just published by the institution.

Before the war an "average" new car in the medium price field was operated at an annual estimated cost of 4.3 cents a mile. That figure was determined in a study by the public roads administration.

The total annual cost of the car for the year 1941 was estimated at \$363. It was assumed that the average auto selling price was \$900, that annual travel was 9,000 miles and that the car had a 10-year service life. Owen says that last year the magazine, The Automobileist, figured the yearly cost of a 1948 car was \$851.33 or a little more than 8.5 cents a mile. It was assumed the car sold for \$2,000 and was operated 10,000 miles in a year.

In 1941 the biggest single item in average auto costs was gasoline. In post-war years expenditures for motor vehicle purchase (which determine depreciation costs) have been larger than those for gasoline.

The annual depreciation cost in the 1941 estimate was \$90 compared with \$400 (first year) in the 1948 study. Gasoline cost was \$94.50 in 1941 and \$180.03 (including tax) in 1948.

Maintenance (repairs) was figured at \$75 in 1941 and \$100 in 1948. Auto fees and taxes were \$38.50 before the war and \$68 in the post-war year. Insurance rose from an estimated \$25 to an estimated \$85.50.

High auto prices have been in part a temporary situation owing to comparative scarcity of new cars. Owen says that while prices will ultimately decline they presumably will stabilize well above pre-war levels. In recent years the weight of autos has increased with greater horsepower for improved performance. And costs, Owen asserts, have increased in almost direct proportion.

In 1948 the typical car was 150

pounds heavier than in 1941 and 500 pounds heavier than in 1937. There has been emphasis on the possibility of weight reduction in the use of lighter materials such as aluminum and plastics. But Owen says the prospect of adapting airplane materials and construction to motor cars must be viewed with caution. He cites one engineer who thus expresses the problem:

"If our cars always stayed on the road, I would say that we might build airplane-type bodies." The fact that the motorist expects to bounce his car off a telegraph pole and live presents a different problem.

Timber Harvest Tax For 1948-49 Reported

Oregon's severance tax on the timber harvest for the fiscal year, 1948-49 aggregated \$378,700, Robert D. Maclean, in charge of the assessment and taxation division of the state tax commission, announced Monday.

Revenue for the previous fiscal year, 1947-48, amounted to \$373,398, or a total of \$752,119 for the two years. This money is earmarked and apportioned to Oregon state college and the state forestry department for research purposes.

Look and Learn

By A. C. Gordon

1. Which U. S. mint has been in continuous operation since its establishment in 1793?
 2. How many hairs does the average human head contain?
 3. Who presides over the Senate?
 4. What Biblical character went mad and ate grass?
 5. What is a libertine?
- ANSWERS
1. The one in Philadelphia.
 2. About 110,000.
 3. The U. S. Vice President.
 4. Nebuchadnezzar.
 5. One free from restraint, or self-restraint; specifically a rake.

TUESDAY'S BROADCASTS

Pacific Standard Time

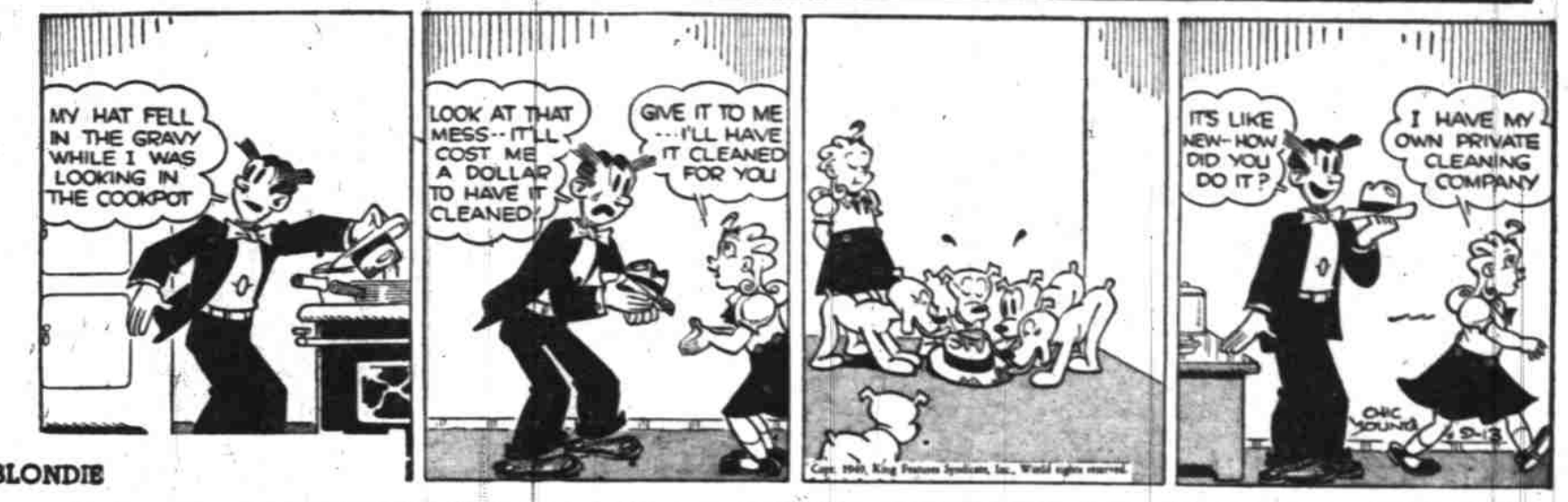
Kilocycles: KSLM 1390, KOCO 1490, KOIN 970, KGW 620, KEX 1190

Hour	KSLM	KOCO	KOIN	KGW	KEX
5	News Hodge Podge Early Bird	News Hodge Podge Early Bird	KOIN Klock Hodge Podge Early Bird	KOIN Klock Hodge Podge Early Bird	KOIN Klock Hodge Podge Early Bird
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KOAC—530 P.M.—Tuesday—10:00 a.m. of Tomorrow: 4:45 Children's Theatre; 5:15 Special for Women; 5:30 News; 6:00 Concert Hall; 6:30 News; 6:50 Farm Hour; 7:00 News; 7:15 Evening Show; 7:30 News; 7:45 Melody Lane; 8:00 Cavalry of Drama; 8:15 Memory Book of Music; 8:30 News; 8:45 Music of the Masters; 8:50 Oregon Reporter; 9:15 Favorite Hymns; 9:30 World Off.

The Nation's Top Comics

DAILY AND SUNDAY
in
Your Home Newspaper



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