

New Fuel Tax Is Questioned

The state department has received many inquiries recently asking for an explanation of the 1943 legislative session law providing an excise tax on the use of combustible liquids and gases to propel motor vehicles on the Oregon highways.

Several persons making inquiry apparently are under the impression that the law was designed to increase the gasoline sales tax. Officials said this was not true.

The tax merely applies to diesel oil and does not change the existing rate or tax. It makes the user responsible for reporting and paying the tax on diesel oil, butane or propane fuel, which is used in motor vehicles on highways of the state.

No refunds will be made under the law, since the tax will not be collected on such fuels unless they are used in vehicles operating on the highways.

The law becomes operative July 1 and penalties are provided.

Lima Funeral Set

SILVERTON—Funeral services for Carl S. Lima, who died Thursday night at the Salem General hospital, have been set at 3 p.m. Sunday in the Memorial chapel of the Ekman Funeral home. Interment will be in the Miller cemetery.

Plan Vacations

SWEGLE — Miss Jeanne Dubuis, intermediate teacher in the Swegle school, will spend the first week of vacation visiting friends at Bandon. Mrs. Estudillo will be at her home in Salem most of the summer and Miss Herr's plans are indefinite.

Air Mail Takes Off on Second Quarter Century of History

By HERMAN MILLER
AP Feature Writer

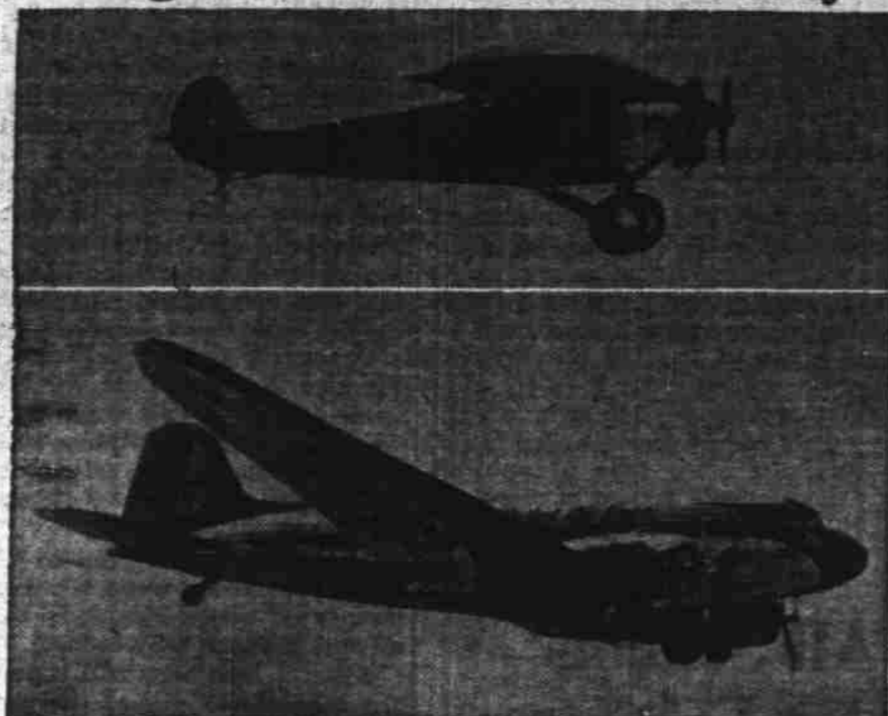
WASHINGTON—On the afternoon of May 15, 1918—just 25 years ago—Lt. George L. Boyle, US Army, gave his wood-and-fabric biplane the gun and headed for Philadelphia, from Washington, with two sacks of letters and packages.

President Wilson and other dignitaries were on hand to witness the start of the first regularly-scheduled airmail flight in history. Hardly over the horizon, 25 miles away in Maryland, Boyle became lost. He landed, breaking his propeller. The mail eventually was brought back here and another plane took it to Philadelphia the next day, thence to New York.

The first experimental airmail route covered some 218 miles and was flown each way daily except Sunday. The post office department took over operation, with its own equipment and pilots, August 12, 1918. The great expansion to a 62,826-mile foreign and domestic airmail system was under way.

On September 8, 1920, coast-to-coast service, New York to San Francisco, was established. The first "through" flight, which made a hero of pilot Jack Knight, came on the following February 22-23. Knight took over the plane at North Platte, Nebr., at 10:00 p. m. February 22. He arrived at Omaha at 1:10 a. m. and took off again despite reports of snow between there and Chicago. He was forced down nearly to earth level over Iowa and came to Iowa City with only 10 minutes' gas left. The ground crew had gone home, thinking the weather must have cancelled the flight, but a night

Wings of Peace Note Anniversary



Think of aviation today and you think of warplanes. But transport and air mail flying continues—and May 15 marked the 25th anniversary of air mail in the United States. Air mail on the Pacific coast is not quite that old, but these pictures indicate its progress. Above, the single-engine, open cockpit plane which inaugurated coastwise air mail in 1918; below, the United Air Lines mainliner which now carries the mail.

watchman heard the plane, lit a flare, helped Knight refuel. Knight reached Chicago at 8:40 a. m.

So impressed was congress with this first transcontinental flight—and Knight's first night mail flight—that it appropriated \$1,250,000 to expand the service and light the airways. (The airmail appropriation for the 1942 fiscal year was \$22,894,422.)

Private airline contractors took over mail service in 1928, and in the fall of 1935 trans-Pacific air-

mail was launched. May 30, 1939, the first airmail plane took off for Europe.

Only a few days before a contractor had begun a pick-up service. Tiny, single-motored planes swooped down at a small town landing fields, dropped a container of mail and picked up another off an arrangement of light ropes and poles. Pick-up service has been extended to more than 100 cities.

The war dealt airmail a fearful

Moffenbeier Rite Held At Mt. Angel

MT. ANGEL — Over 40 priests, including Most Rev. Archbishop Edward D. Howard of Portland and Rt. Rev. Abbot Thomas Meier of Mt. Angel, attended the funeral services of Rev. Valentine Moffenbeier's mother, Mrs. Teckla Moffenbeier, at St. Mary's church here Friday morning.

Rev. Moffenbeier was celebrant at the solemn requiem mass; Rev. Luke Eberle, a nephew of the deceased was deacon and Rev. Hildebrand Melchior was subdeacon. Rev. Vincent Koppert acted as master of ceremonies. The final absolution was given by the archbishop.

In addition to the 11 priests in the sanctuary, 25 secular clergy were in attendance in the body of the church and another group, under the leadership of Rev. Fr. Tobin, formed the choir. Rev. John Cummisky gave the occasional sermon.

Pallbearers were Wendel Hauth, Joseph Hauth, J. A. Kaiser, Jack Bauman, Jacob Bartnik and Joseph Rosno.

Interment was in Calvary cemetery with Unger mortuary in charge.

Teckla Eberle was born in Odessa, Russia, February 11, 1864, and was united in marriage to Joseph Moffenbeier November 20, 1886. They came to the United States in 1892, settling first in Aberdeen, SD, and coming to Mt.

blow when the armed services took over nearly 200 commercial planes, but airmail dispatched from 169 representative cities in February totaled 6,133,243 pounds, an increase of 74.89 per cent over February, 1942.

Angel in 1908. Mr. Moffenbeier died in 1941.

Mrs. Moffenbeier is survived by six children: Mrs. Philip Lutz, Mt. Angel; Mrs. Andrew Nickolas, Aberdeen, SD; Joseph Moffenbeier, Portland; Mrs. John Drescher, Monitor; Clarence Moffenbeier, Salem; and Rev. Valentine Moffenbeier, Woodburn.

Also surviving are 31 grandchildren and 22 great grandchildren, a sister, Mrs. George Grau, and a brother, Jake Eberle, both of Portland.

She was a member of the St. Ann's society and head of the Poor Souls-union for many years.

Carkin Rites In Medford

Services were held Wednesday in Medford for Mrs. Ada L. Carkin, 88, who died last Sunday after an illness of 15 months' duration. Survivors include a son, John H. Carkin of Salem, with whom she had lived during part of each of the past nine years.

Mrs. Carkin was born in Winterport, Me., on April 15, 1855. In 1882 she married Eben W. L. Carkin, who died in January, 1935, over two years after they had

celebrated their golden wedding anniversary on September 20, 1932. The family came to Medford in 1911, and Mrs. Carkin resided there until her death.

Man Rescued From Coos Bay

Rodney Creiger and George Smith, Coos county defense council police reserves, recently rescued a man from the waters of Coos Bay, Jerrold Owen, state civilian defense coordinator, was advised Saturday.

The man was taken to a hospital where he recovered.

Labor Survey Being Started

SILVERTON—Survey of available harvest labor among the women of Silverton will start at once by the civilian defense block leaders under the direction of Mrs. Wendell Heath. Mrs. Mabel Mack of the Oregon State college extension service was here Friday afternoon to speak to the block leaders on the plan to be followed, and Miss Frances Clinton, county demonstration agent joined Mrs. Mack here for a night meeting.

The blanks will be filled out and the registration kept at the local defense office.

Mrs. Mack explained that these surveys were being made only in places where there was an actual need for assistance. Five such survey centers have been set up in Marion county: Silverton, Salem, Woodburn, Stayton and Mt. Angel. At Silverton the chief harvest interest are centered around berries, hops and cannery work. It is also being stressed, Mrs. Mack and Miss Clinton said, that unless the women really intend to respond for work when the calls come, they should not sign the forms.

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