

## Additional Gasoline Now Available to Service Men

Additional gasoline rations may now be obtained by service men having furloughs of more than 30 days, E. W. Eggen, OPA mileage rationing representative, announced today.

## Masons to Observe 75th Anniversary

The 75th anniversary of the founding of Pacific lodge No. 50, A.F. & A.M. will be observed Friday evening of this week with a program which includes music and a pageant depicting the history of the organization. The observance is being arranged by Otto N. Hoppes, Walter Lansing, Milton L. Meyers, William A. Merriott, John Graybill and Charles Wood.

Pacific lodge, the second to be formed in Salem, dates from June, 1870. Frelon J. Babcock, who had come to Salem from St. Johnsbury, Vt., was largely instrumental in securing the charter for the lodge. He and B. F. Brown and J. A. Waymire attended the Oregon grand lodge communication at Astoria where a charter was granted. First officers were Babcock, worshipful master; B. F. Brown, senior warden and J. A. Waymire, junior warden.

The lodge now has an active membership of more than 500. Ernest R. Wagner is now worshipful master.

gasoline will still be issued at the rate of a gallon a day," Eggen explained. "But the 30-gallon limit is being removed for the benefit of released American prisoners of war who get leave or temporary duty assignments for 60 days in this country, and for those members of our armed forces who return from overseas and get more than 30 days' leave.

"Servicemen applying for furlough gasoline rations should follow these three easy rules:

1. Apply at any local war price and rationing board.
2. Bring along the mileage rationing record for the car to be used.
3. Be ready to show furlough papers."

Servicemen on terminal leave before discharge are eligible for furlough gasoline rations at the rate of a gallon a day until the date of discharge, but the maximum of 30 gallons still applies in these cases, Eggen explained. A discharged serviceman, who does not have an "A" card for his car, is, of course, eligible for this book, just as civilians are.

Further, if a veteran is looking for work and is referred by

one of the appropriate government employment agencies to a specific job, he may get gasoline rations up to 400 miles a month for this purpose. A veteran who gets a job in another part of the country and who changes his residence will be issued sufficient rations to move his car and family. Like any other civilian, he may then get gasoline for occupational driving.

Another increase announced by OPA today, provides preferred gasoline rations for wholesale lumber buyers, lumber inspectors and lumber production engineers, for travel that the war production board certifies is necessary for the production and procurement of lumber for essential needs. The central procuring agency

for the army and navy and WPB requested this increase in rations because lumber is one of the most critical materials for war needs, Eggen said.

A third change raises the gasoline ration ceiling for use in passenger cars and motorcycles registered in Canada for non-occupational driving in the United States. This is done to match an increase recently granted by Canada to United States motorists visiting in that country.

## 5000th Casualty Flown from Okinawa

Guam, June 21 (AP) — Brig. Gen. Thomas O. Hardin, commanding the air transport com-

mand, Pacific wing, announced today that the 5000th casualty to be flown from Okinawa by army transports had arrived.

Number 5000 was a Missouri farm boy from the 96th division with shrapnel wounds in the leg. He was one of 30 men

aboard a "Skymaster" piloted by Capt. George F. Britten, N. D. Second Lt. Vivian L. Carroll, Portland, Ore., was flight nurse.

Two former Alaskan servicemen are key men in the ATC evacuation of wounded. They

Capital Journal, Salem, Oregon, Thursday, June 21, 1945—3  
are Capt. T. L. McLaughlin, both formerly with the ATC at Ladd Field, Fairbanks, Alaska.

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GLEN HOGG (Farmer)  
GORDON BLAK (Allen Hardware)  
L. SLOPER (Sloper's Market)  
SIDNEY STEVENS (Jeweler)  
J. S. FRIESEN (Salem Box Company)  
L. V. BENSON (Benson Baking Company)  
TED GORDON (Service Station)

To Maintain Low Rates Vote 502 (X) Yes

This advertisement is paid for by the Salem Electric Bonneville Distribution Agency, Salem, Oregon

# SALEM VOTERS!

## Your Attention Please!

P G E, under the signature of the officers of the so-called Salem Citizens Committee, has been spreading much propaganda through the Salem Dailies about the Salem Electric Co-op, and mostly about Harry Reed, our manager. Harry Reed put Salem on the map as an up-to-date city when he succeeded in establishing KSLM, though the same bunch who are opposing Salem Electric, opposed KSLM. When Bonneville electricity became available, he applied for electricity and found they didn't retail electricity. He immediately started to promote an Electric Co-operative, which after some of the down town business men of Salem, most of the West Salem business men and industries and some farmers advanced money to help put it over. This accomplished in spite of every conceivable obstacle was put in our way by those now opposing Salem Electric. The war came on and we had no priority, transformers and electrical appliances were frozen, regardless we went ahead and have over 240 members, and many others waiting until more material is available. About 60 of the members are Salem business men. The large industries such as Max Gehlar's Food Products Co. and Blue Lake Cannery have long since had their advance money returned. We smaller users, though we get 20% off each month's bill still have some coming. Soon we will all have our money back and still own Salem Electric. Harry Reed is hired by the Board of Directors as manager, and has done a good job of it. Present Board of Directors are Mr. Benson, proprietor of two bakeries in Salem, is president; Glen Hogg, farmer in Polk Co. and president of Willamette Cherry Association, one of Salem's large industries, is secretary; other members of the board are Mr. Stevens, jeweler, on State street, Salem, and Mr. Burk, owner of the West Side Auto Park, and Mr. Sloper, West Salem business man.

These directors are all successful business men and are capable of managing Salem Electric successfully. Are you, Mr. Voter, by your vote, going to tell these men they can't operate their own business just to let P G E continue to monopolize the electric business? What about the 60 Salem members scattered over most of the territory the franchise calls for; are you going to vote to tell them that this no longer is a free country and must come under a Monopoly? P G E tells you "they have lowered rates." This is true; I will recite three times when they did it. The first time we had lowered rates was when we sponsored the seven county PUD. The next time was when we sponsored the Polk County PUD and the last time was when they lowered their rates to compete with Salem Electric. Every one of P G E patrons have had savings on account of the Salem Electric operations. They are much concerned about what would happen should Salem wake up and want municipal ownership, as far as Salem Electric is concerned, all they would have to do is pay (one red cent) just to comply with the law, for a membership, and start using Salem Electric, your savings will soon pay for all expenses as it has done so far. No trouble whatever and you have a vote as to who are directors to manage your own business. You would be the one to say if your rates should be raised or lowered, not the Public Utility Commission. Has Salem Electric harmed any one in Salem by forcing P G E to lower their rates? We give no special rates, all are treated alike, including the farmers. I guess it was pretty hard for P G E to lower rates; saw in the paper where they asked to borrow \$39,000,000.00 but Utility said No, \$35,000,000.00 was enough.

Salem Electric is a non-profit organization and I am paying for this adv. to bring the truth to you about what your neighbor is doing.

Paid Adv. by R. W. HOGG, Salem.

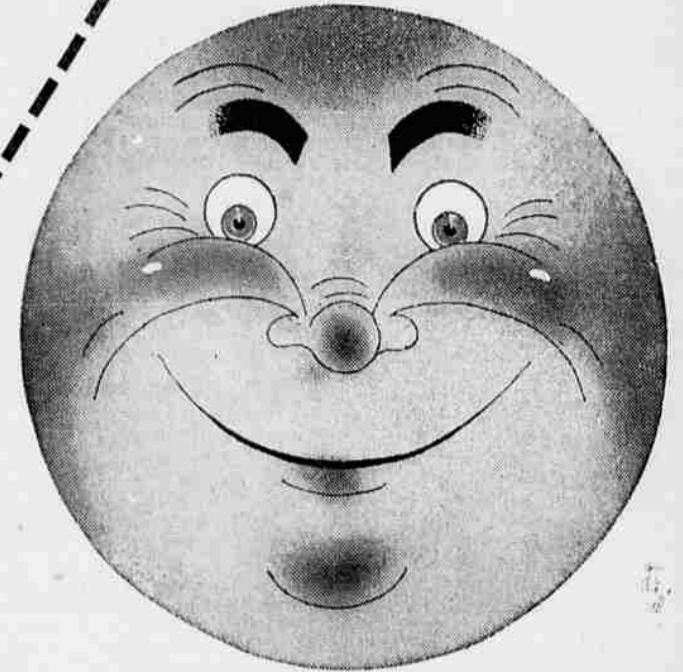
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