

Cedar Marker Pays Tribute To Scott

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first crossing are carved at the base of the panel. Tribute is also paid to John Craig, who was Scott's chief aid in the venture and later gave his life for the road.

Design Class Does Work
Actual work on the panel was done by Alice Smiley, Lorrie Cross, Iris Webster and Verle Mercer, in the design class. The carving was directed by Lorrie Cross, with the assistance of Blanche Van Kirk, Alice Smiley, Florence Alken, Thurman Laning, Harry Handron, Lyle Tannahill, and George Saint. The

panel will be displayed this week at the Bishop studio.

Much of Oregon's future road development can be traced to the work of Felix Scott and his helper John Craig. In 1862 Scott came north from California with a supply train and a herd of cattle. His intention was to go up to Marysville and on to Eastern Oregon via the Barlow road—then the only road over the mountains and very steep when heading east.

He stopped overnight at Cartwright's tavern in Lorane and was told of a trail used by the Indians from eastern Oregon when they came to the headwaters of the McKenzie to cure salmon. This suggested to him the possibility of a shorter and easier way than the Barlow road so he came over to Eugene to investigate further. Here he learned that a single

light wagon had made its way up the McKenzie to Belknap springs, a distance of 60 miles. In spite of the fact that many people warned him of the perils attending such a venture and thought him foolhardy for thinking about it, he decided to attempt a crossing.

40 Men Begin Work
Bringing together a group of 40 men, practically the entire labor supply of the region at that time, and hiring John Craig, of Coburg, as foreman, Scott began the trail which is now the McKenzie highway and pass. All summer and autumn they worked, following the Indian trail up and over the mountain and down to Trout creek where they made their winter quarters.

A corporation for the development of this road was first formed by Scott in December, 1862, but not until 10 years later, during which time Craig kept steadily at work, sometimes with assistance and sometimes without, was a successful business formed and a wagon toll road started in operation. After over 10 years of operation the company finding that it was losing money on the venture abandoned the road but in 1898 Lane county took over the road, naming it the McKenzie and Eastern Oregon road.

Marker on Trail
The crossing now known as the McKenzie pass is not the same one discovered by Felix Scott. This is the Lost Creek canyon pass discovered in 1866 by John Latta. The marker will be hung between two large cedar posts at some spot along the actual trail used by Scott.

This pioneer road work had further repercussions. As a resident of Coburg prior to 1862 John Craig had as a friend and neighbor, George Melvin Miller who as a boy had idolized Craig.

Craig's dream for the completion of the McKenzie pass in turn inspired George Miller who dreamed of a transcontinental highway stretching from New York to the Pacific coast. This then became the task of his life and he spent many days searching for a western terminus—finally deciding upon Florence.

Miller Helped
When Ezra Meeker decided to make his trip back over the old Oregon Trail in a prairie schooner, he was encouraged and partially financed by George Miller. Possibly because of urgings by Miller, Ezra Meeker continued his trip beyond Independence, Missouri, and on to Washington, D. C. Here he had a chat with President Theodore Roosevelt, who impressed with his story made a provision in the forest service laws then being drawn up for government-built roads through these western areas.

While George Melvin Miller never realized his dream of a six-lane transcontinental highway his "road faith" helped start the present fine highway over the McKenzie, the "low pass" over

the Willamette and Route F now under construction—and it all stems back to the courage, vision and foresight that led Scott and his lieutenant, Craig, to make the first crossing of the mountains.

*Data on Scott crossing assembled from original sources by George Saint.

Keep Oregon Green Campaign Opened

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secretary of the association. Enrollment places will be opened in each community where membership cards and Keep Oregon Green

pins will be issued upon payment of the annual membership fee of 25 cents, or any larger amount members may wish to subscribe for forest protection. Entire proceeds from membership fees will be used for educational and publicity purposes, Mr. Woods stated.

The Keep Oregon Green association, which seeks memberships and representation in every part of the state, is the outgrowth of a Keep Oregon Green statewide committee appointed by Governor Sprague in April. It plans to carry on as a permanent, non-profit association dedicated to forest conservation and protection. Dean Johnson of Toledo is chairman and Edmund Hayes of Portland chairman of the executive committee.

Oregon Green Means to YOU," the association summarizes the benefits of Oregon forests as follows: Scenic beauty which each year attracts hundreds of thousands of tourists.

Shelter for wildlife which makes Oregon world famous as a fishing and hunting state.

The source of 12 cents of every dollar paid in taxes by all of the people to the counties and state.

Steady work and high wages to 60 per cent of all persons gainfully employed in Oregon manufacturing.

Sixty-four per cent of the value of goods exported from Oregon, goods which pay for the things that Oregonians buy in other states and foreign countries.

In short, a raw material crop that assures permanent, growing

industries and a pleasant, healthful place in which to live, work and play.

California Station Publicizes Pageant

Word has been received at the headquarters of Eugene's Oregon Trail pageant in a letter from Mrs. Charles Roe, 1667 High street, that mention of the pageant was made over radio station KFBK, Sacramento, Calif., during one of their programs earlier this week.

Mrs. Roe said in her letter that she had sent some pamphlets about the pageant to the program, and that she also had distributed pageant material in Montana and Idaho. She also expects to send

some pamphlets to Arizona Oklahoma.

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**GRAND FINALE of
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SATURDAY AFTERNOON AND EVENING**

It's been a grand and glorious week, friends! Every one of us here at the new Williams' Bakery has been delighted to see you... to show you our ultra-modern plant, machinery, equipment, and the way in which we bake your favorite bread.

But all glorious times must end—and regular routine must be resumed. And so, Saturday, June 14th, will be the last day of our housewarming week. If YOU haven't had an opportunity to visit this grand new home of ours yet... please do come out on Saturday. If you have been to see us—come again!

You'll have a good time—we feel sure... and we'll do everything possible to make you feel at home. You see, we feel that this new home of ours is really yours, too... for it has been your friendliness and patronage that has made its building possible—and necessary.

Don't miss this occasion, neighbors!

It's going to be a real party Saturday afternoon and evening. There'll be entertainment, refreshments, and favors for all. Come on out — enjoy yourselves — and see how we bake your favorite bread.

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