

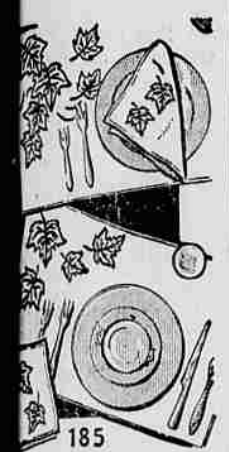
**Chinese Display
Be on Exhibit
Aug. 8, Newport**

Those who are interested in Chinese importations at the Newport Art Center, Newport, Ore., when items from the collection of Mr. and Mrs. George H. Toledo will be on display one day only.

The group is a five-piece set of handsome hand-painted Chinese lacquer on silk and on the mid-14th and sixteenth centuries. The delicate beauty of the lacquer on silk and on the hand-warmers and wine-pewter, white brass and a few of the porcelain pieces; jade, rose carved ivories and scrolls, said to be of exquisite beauty, will be on exhibit.

There will be some tapestries, a bedspread and some rubrics from an old temple from the collection of Mrs. James M. former Portland librarian spent many years in China.

**Wynn Leaf
Broderies**



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By CAROL CURTIS

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Society, Women's Organizations
ANN CONNELL, Society Editor

**Growth of Transportation
In Pioneer Years Sketched**

By MRS. F. G. HAVEMANN
Of Fortnightly Club

Transportation was the topic of a program presented by Mrs. Clarence Chase as a part of Fortnightly Club's study of Early Oregon.

"The year 1843 marked the beginning of a fundamental political, social and economic change in the history of the Oregon country," Mrs. Chase said by way of introduction, "and it serves as a convenient division point indicating the shift from fur trading and missionary activities toward secondary agricultural pursuits by the native Americans. It could be termed 'the year of sparsely settled farming' and a trend on the part of the settlers toward improved means of communication—shorter routes into the interior valleys, better roads for wagon travel, fulthurance of water traffic and the building of ferries and bridges."

One of the earliest projects, she said, was the opening and improvement of the Barlow Trail over the Cascades. This contributed more to the prosperity of the Willamette Valley and the future of the Oregon country than any other achievement prior to the railroads of '70s.

ROAD BUILT
"The Barlow road, which eliminated the perilous water trip down the Columbia Gorge, important as it seemed, was but a beginning in road construction, for the Oregonian says in an early issue: 'It is well nigh impossible to travel Oregon roads in winter west of the Cascades. So much rain falls it is difficult to keep the roads in repair, especially when road beds, embankments and retaining walls are all constructed for the place, time and season.'

"Road building was further retarded by the gold rush to California, the accompanying lack of labor, and the trend to travel the longer routes by packtrain rather than wagon.

"A partial solution to the difficulty was the building of plank and corduroy roads, since timber was plentiful and sawmills were being built. Early newspapers advised the settlers that plank roads the length of the valley were more practical than railroads. Companies were formed such as 'The Portland Valley and Plank Road Co.' with ambitious plans to build along the west side of the valley. Col. William King, of Portland, president of the company, laid the first plank at a ceremony that included no less than five orators and a barbecue dinner. A second project was started from Portland to Albany.

"Contemporary with these road projects was the progress made by early steamboat interests, who advocated roads primarily for transportation to steamboat landings. With the introduction of the steam-propelled sidewheelers on the waterways, boat landings appeared at convenient distances.

GHOST TOWNS NAMED
"Do you know Canemah Lincoln, and Buena Vista, whose potteries once led the Pacific Coast?" Mrs. Chase queried. "And Champeog, Orleans and Peoria? These are some of the ghost towns of the river traffic.

"It was at Canemah," she continued, "that the Clinton was built by the Clinton family and launched with Eugene as its destination, a deal having been made that the citizens would invest \$5,000 in the craft when it docked. The captain, Leonard White, easily made it to Corvallis, but the next 50 miles required three days of puffing and pushing up the tortuous river channel, a climb of more than 200 feet, before it finally arrived. That event inaugurated service to Eugene by such shallow draft vessels that it was



MORE THAN 100 persons attended the annual picnic supper of Eugene Very Little Theatre, which took place recently in the garden of the home of Mr. and Mrs. Eyer Brown. The grounds are on several levels, which is both picturesque and also convenient for presentation of entertainments. Shown above, at far left foreground, Henry Korn; back of him, Mrs. Charles Fredrickson, Mrs. Ethan Newman and daughter, Janet; next group, in foreground "Chuck" Fredrickson, unidentified woman behind him, then to rear, Mrs. Francis Bittner, Mr. and Mrs. Don Laughlin, and, to right, Francis Bittner and son; unidentified person sitting behind Paul Price; to right, Virgil A. Parker Jr., and back of him, Mrs. June Hansen; boy in foreground, Douglas Newman; back of him, Kenneth Griffith, new president; to rear, Jim Noyes and Joe Early; men with backs to camera, Dwight Newman, standing, and Kenneth Poull, retiring president; facing them, in front of hedge, Keith Wesp, Miss Corrinne Barrows, Gene Herlocker, unidentified man, Mrs. Betty Hough, Mrs. Kenneth Griffith; in foreground, Mrs. Gene Herlocker; at rear, Robert Near and son; Glenn Hasselrooth of New York City, Jack Neville, and unidentified woman, Mrs. Neville, hidden behind Mrs. Rudolf Ernst, and in foreground, Mrs. Dwight Newman; to rear, Marvin Krenk, Mrs. Roger Houglum, Miss Laurie Kay Fisher; to right, George Northam; back of him, Mrs. Charles McCoy, and farther back, Mrs. Oliver Morgan; Mrs. Marvin Krenk, partly hidden behind Mrs. Ray Siegenthaler and daughter; in front, Mrs. Virgil Parker Jr., and at far right, Ray Siegenthaler; figures atop of hedge: first, unidentified man, George Hebert, Miss Lucy Hart, Miss Hazel Lyle and Mrs. George Bevers.

**Women's Church
Council Meet
For Discussion**

Several issues of community interest were discussed when Eugene Council of Church Women met at the home of Mrs. Arthur Beebe, at a 10 a.m. coffee hour recently.

The possibility of liquor licenses being issued to two stores near Eugene High School and Condon School was discussed. Letters expressing disapproval are being sent to the Eugene city council and the Eugene school board.

The annexation issue in the coming election, because of the lack of water facilities on West 11th Ave., and the disapproval of dog racing also were brought before the group.

Reports of standing committees were heard, and the report of the Garden Tea, given recently at the home of Mr. and Mrs. Charles Andreassen, was given. The final total contribution of \$285 for the Week Day Bible School was reported by Mrs. J. O. Holt.

A Missionary Work Shop will take place the last Monday of September, with Mrs. Clarence Elliott as chairman. Mrs. George Getting, president, presided at the meeting, and devotions were given by Mrs. Henry R. Burch.

Synthetic Fiber Blanket Tips Given

Blankets made from synthetic fibers are nice to have around the house if someone in the family has an allergy to wool or cotton. And to get the most for your money buy either natural or synthetic blankets, check the blankets first by holding them up to the light. If thin spots show through, the blanket had best remain in the store. Another good check is to pull the "nap" or surface fibers of the blanket. The nap should be firm and should not pull out easily.

Register-Guard, Eugene, Ore.
Wed., July 21, 1954 9A



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