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(East of Haskell Center)

(At Richfield Station)

HAIRCUTS 75c

OPEN 9 A. M. TO 6 P. M.

Carrie Goyette

Mrs. Carrie Goyette, 80, of 6295 S. W. Capitol Highway, passed away November 11, at the home of her son where she was residing.

Mrs. Goyette had resided in Oregon for the past 2 years, having come here from the Middle West. She was born May 30, 1868 in Hungary and had been in the United States for the past 78 years.

She is survived by the following children: Mrs. Charles Wakehouse, Cedar Hills; Edward and William Jasman, Capitol Highway; Mrs. Carrie Rattray, John, Fred and Arnold Johnson, Sioux City, Iowa; Mrs. Ann Johnson, Ore Grande, California and Mrs. Pauline Regynski, Lane, South Dakota. There are 21 grandchildren and 18 great grandchildren and two sisters, Mrs. Kate Wiedenbach and Mrs. Mary Schultz, both of California.

Her services were held Tuesday, November 16, at the Pegg Chapel in Beaverton with Reverend Albert King officiating. Vault interment was in Crescent Grove cemetery.

Lorraine Berggren

Mrs. Lorraine Berggren, 54, 1460 Bertha-Beaverton highway died on November 10, at the Jones Hospital in Hillsboro and services in her memory were held Saturday, November 13, at the Beaverton Methodist Church. Reverend Geo. Springer officiated.

Mrs. Berggren was well known throughout the Washington county area. She had lived in Oregon all her life and in Beaverton since 1927.

She was born January 14, 1894 at Independence, Oregon. Prior to her last illness she had been employed by the State of Oregon at a position in Hillsboro.

Surviving are her father, William Eisenbeis, one sister, Mrs. Russell S. Welsh and one brother, Lawrence Eisenbeis, all of Beaverton.

Vault interment was in Lincoln Memorial Park, of Portland. Pegg's Mortuary of Beaverton was in charge of the services.

Jennie Lewis

Mrs. Jennie Lewis, 74, of 2026 N. E. Laurel Road, Beaverton, passed away on November 9 and her funeral was observed on November 11 at Pegg Chapel, Beaverton. Interment was in Crescent Grove cemetery.

Mrs. Lewis was born in Boston, Massachusetts, November 16, 1874 and lived in Beaverton during the last five years. She is survived by her daughter, Mrs. J. D. Gillmore of the same address and one son, Irving G. Lewis of St. Paul.

She is also survived by three grandchildren, Mrs. Evelyn Doucette, Portland; Mrs. Dorothy Labdin, Minneapolis, Minn., and Thomas Lewis, New York City and one sister, Mrs. Maybelle Coons, Derry, New Hampshire.

NEIGHBORLINESS

Many elementary schools are effectively teaching good neighborliness and intergroup understanding. These are taught thru the use of (a) art, music and dramatics to teach about the customs of other countries, (b) Junior Red Cross activities, (c) community participation in programs of the songs and dances of other countries, and (d) plans which outlaw discrimination in pupil activities.

Fashion Insurance



Here's real insurance for the fashion-wise, school-going miss. A coat that fills the bill as far as fashion dictates go is also a coat that defies the icy blasts of winter. The rippling full back, the voluminous sleeves, the smart patch pockets and, best of all, the warm hood, are just what you'll be wanting. After several lessons at the local sewing center, you can satisfy the desire to make the coat yourself.

are tabbed to make them trim looking.

Look for cuff interest on dresses particularly. Most of the sleeves of three-quarter length have self or contrasting cuffs that are deep or flaring, making them feminine and engaging as well.

Buttons, for the most part, are tiny but interesting, and they are being used extensively for trimmings, especially down the front of the dress in single file or in some double-breasted arrangement.

Collars are usually tiny and they may be Peter Pan style, rolled, picture frame, deeply pointed or scarf-wrapped.

Dark Basic Dress

Has Back Interest

Basic dresses for this season look more dressed up than before. They're soft and feminine, going in heavily for draping, back interest and rich lustrous fabrics such as heavy crepes, silks, satin and velvet.

The lines must have classic simplicity and, in general, give that long draped look. Necklines are jewelry inviting and dresses call usually for gold touches in the belt. Shoulders have a new softness, and there's a generous amount of material in the bodice to give you loads of armhole freedom.

Black, brown and navy are good colors, but so are many others such as forest green, wine, teal and plum.

Because of the back interest in dresses, it's easy to recondition a basic dress from last season that may be lacking in this. It's a good idea to use faille, satin or perhaps a striped taffeta to make an apron effect that lies in an elaborate, draped bow to give you a bustle in the back. This should have nice fullness and be well draped to look most effective.

Suit Picture Offers

Variety of Types

You have plenty of choice in selecting a suit for the coming season. Pick yourself a classic style with a long jacket if you want to have a good wearable suit for almost any occasion.

If you want a softer suit which also is practical, choose one with feminine lines, collar interest and a shorter jacket of soft wool.

If you want a suit that's really dramatic, select one with a slim tapering skirt, with a jacket using cutaway detail. This may be all one fabric or it may have a skirt in solid with the jacket in a plaid.

Blouses for the classic suits are backed with lovely detail. Exquisite sheering is very popular and tiny pleats also are used with good effect. Or the blouse may be very simple with tab neckline and perhaps small pocket interest.

Very practical and warm wool jersey blouses are becoming very popular for the classic suit or for just a skirt. Because of their monk-like plainness, they are wonderful foil for jewelry touches, especially at the neckline.

Sleeves on blouses may be three-quarter or wrist length. Cuff interest is high on blouse sleeves as well as on dresses. Deep cuffs like cavalier styles are good, especially when you are wearing just blouse and skirt.

Vets May Save By Paying Insurance Other Than By Mo

World War II veterans may obtain even greater savings on their National Service Life Insurance by paying premiums other than by the month, the Veterans Administration states.

G. I. insurance premiums paid by the quarter, semi-annually or

Wagon Trails Century Ago Proved Avenues of Misery

TYPICAL ACCOUNT OF TRAVEL OVER EARLY CANYON ROAD INDICATES ERA'S HARDSHIPS

By Hervey S. Robinson
(Continued from last week)

Francis Pettygrove and Asa Lovejoy, founders of Portland, built a road over the hills to the Tualatin Plains some time before 1848. Lovejoy gives the following explanation: "Right below this there is a little settlement, Linton, near the head of Sauvie's Island and these fellows were fighting us. Then we went to work and built a road to the Plains. I spent \$100 and Pettygrove spent \$100. It was a pretty hard road to build out there but we got it through after a while."

This road did not follow the canyon but went directly over the hill, through what is now known as Washington Park. It was so steep and rugged as to be almost impassable.

Mrs. Elizabeth Dixon Smith, who crossed from Portland to the Plains in 1848, describes the trip in her diary. On February 21 after eight days of continuous rain she wrote: "You will think it strange that we do not leave this starved place (Portland). The reason is this—the road from here to the country is impassable in the winter, the distance being 12 miles and because our cattle are yet very weak."

On the 24th, after three days of clear cool weather she wrote: "Today we left Portland at sunrise. Having no one to assist us, we had to leave one wagon and part of our things, for the want of teams. We traveled four or five miles, all the way up hill and through the thickest woods I ever saw—all fir from two to six feet through, with now and then a scattering cedar and an intolerable bad road."

"We all had to walk. Sometimes I had to place my baby on the ground and help to keep the wagon from turning over. When we got to the top of the mountain we descended through mud up to the wagon hubs and over logs two feet through and log bridges torn to pieces in the mud."

"Sometimes I would be behind, out of sight of the wagons, carrying and tugging my little ones along. Sometimes the boys would stop the teams and come back after us. Made 9 miles and camped in the thick woods. Found some grass: unhitched the oxen; let them feed for two hours, then chained them to the trees. These woods are infested with wildcats, panthers, bears and wolves."

"A man told me that he had killed seven tigers, but they are a species of wolves. We made a fire and made a bed down on the wet ground, and laid down, as happy as circumstances would admit. Glad to think that we had escaped from Portland—such a game place."

The Canyon Road, opened in 1849, was difficult and dangerous,

annually are discounted up to three percent annually, the VA explains. Premiums paid in one of these manners not only reduces the cost but also the chances of the veteran accidentally allowing his policy to lapse by missing a monthly payment.

Veterans can take advantage of this savings feature of G. I. insurance by writing or visiting any local VA office or the VA Branch Office Insurance Service, Exchange Building, Seattle, requesting the type of payment desired.

The VA also is reminding some veterans of the need for renewing or converting G. I. term insurance prior to the expiration date of their original term periods.

G. I. term policies taken out prior to January 1, 1946, have eight years from the effective date before they must be renewed or converted to permanent policies. Those which became effective after January 1, 1946, must be renewed within five years.

especially in the winter, but was enough shorter and better than the mountain road or the road to Linton, that it diverted the valley trade to Portland. At first a mere trail down the canyon, it was gradually improved as the years passed.

The settlers worked two days a year on the road or provided funds for a substitute. Between 1851 and 1915, when the first paving was done, several projects were launched to make it a plank road and a few planks were laid, but nothing much was accomplished in that way.

A typical example of the trials of travelers on this dirt road down the canyon was the experience of Dick Kelley, in 1896.

Mr. Kelley started from Hillsdale one morning to take a load of oats to Portland. He had loaded his wagon the night before so as to get an early start.

This was important for the fall rains had begun and the pull up to Sylvan was plenty tough. Dick rolled out of bed before daylight, fed and harnessed his team by lantern light then back to the kitchen for a hasty breakfast of ham, eggs and coffee. Up the hill to Sylvan the horses pulled with all their strength and Dick stopped every little way to let them blow. He made the top, however, before noon and thought his troubles were nearly over. He would soon be in Portland.

He started down the Canyon hill. Part of the way the road followed the creek bed and there was plenty of mud and water. To help matters the road builders had laid poles across the road close together to form what is called a corduroy road. Such a road makes a passable but very bumpy thoroughfare.

When Mr. Kelley came to the corduroy, the poles were wet and slippery. The load was heavy and Dick set the brakes as hard as he could but that was not enough, the wheels slid over the wet poles and the wagon was crowding the horses. After a great effort, the wagon was stopped. Dick took his log chain off the wagon and put a rough lock on the hind wheel.

A rough lock is made by anchoring the chain to the wagon and wrapping the other end through the rim of the wheel so that it will bind on the bottom and the knotted chain will drag the ground. This was a most effective device much used by old settlers.

This done, Mr. Kelley started down hill. The rough lock worked beautifully for a while. Then suddenly there came a grinding and rumbling sound; a series of bumps and jolts shook the whole wagon and Mr. Kelley felt the wagon and load rising under him.

The wagon stopped with the horses prancing in bewilderment. Dick got down to see what was the matter. He looked under the wagon. There were the poles which had formed the road bed a few moments before neatly stacked under the wagon. The rough lock was out of sight in the mud.

The chain had caught one of the poles and wrenched it from its place. That started the other poles rolling and piled them up behind the fore wheels of the wagon. Mr. Kelley was stuck, going down hill. The horses could not possibly pull the wagon over the pile of poles.

Dick tried to pull out the poles, but the weight of the wagon and load held them fast. So all he could do was to pry the wagon up with other poles, put blocks under the wheels and remove the poles, one at a time. After a lot of time and labor in the mud the wagon was again free and, after replacing the corduroy, Mr. Kelley went on into town.

Such was travel on the early roads to Portland.

(To be continued.)

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