

TOURIST BUREAU OF STATE ORGANIZED

FIRST DUTY IS COMPILATION OF ROAD MAPS; MARKING DETOURS.

PORTLAND, May 7.—The Oregon Tourist and Information bureau, created by the last legislature for the purpose of fostering the development of tourist travel in Oregon began its activities this week.

Governor Olcott has appointed the following committee to direct the work of the bureau: Leslie Butler, Hood River, chairman; Cameron Squires, Portland, vice-chairman, and treasurer; George T. Collins, Medford; George Lawrence, Jr., Portland, and Wallace C. Birdsall, Bend.

The committee has selected as manager of the bureau, Sydney B. Vincent who has made a study of the development of tourist travel, and who, during his regime as manager of the publicity bureau of the Portland Chamber of Commerce, furnished numerous articles descriptive of Oregon and its unmatched scenic resources.

The committee has already arranged for the production of road maps covering the southern Oregon territory, and another giving details of the road system between Portland and Salem, and the territory tributary to the state capital. Additional maps will be issued from time to time so that eventually the entire state will be mapped for the purposes of the bureau. These maps will be distributed free to inquirers.

The bureau has taken up with the state highway commission the matter of detours around work progressing upon the main highways, and has received assurance that all detours will be plainly marked, and that tourists will be put to the minimum of inconvenience. It is the intention of the state highway commission to abandon detours as rapidly as conditions will permit.

FIRST CAMPER

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In the new park, he made preparations for the night and then, with his family, came the short distance to the city, where the party attended a motion picture show. Five persons are included in his family, making a total of \$1.25 spent in The Dalles for amusement.

Following a show, the family went to a local confectionery, where another \$1.25 was spent for a light luncheon. The family then drove out to their camp and retired for the evening.

The next morning, bright and

early, Raine brought his car to a local garage for a new supply of gas, oil and cup grease. For these, he left \$4.05 with the garage.

He next visited a barber shop, leaving 75 cents with that shop in exchange for a haircut and shave.

The commissary must be stocked, so he drove up to a local grocery. The party might be compelled to camp on the road, far away from a town, for a noon lunch, so Raine laid in a complete supply of edibles, for which he paid \$5.15.

After spending \$12.45 in The Dalles, he packed his camp, and left for Walla Walla, the next stop on his schedule, pleased with The Dalles and prepared to advertise the city to chance acquaintances along the road as a "good place in which to stop."

Raine drove from Pennsylvania over the Lincoln highway to California last fall, where he and his family spent the winter. About a week ago, he packed up his camping outfit and drove over the Pacific highway to Portland and then to The Dalles. He expects to go back home by way of Boise and Salt Lake City.

"Your auto camp is already as good as many I stayed in during my trip," he explained to The Chronicle reporter, in telling of his varied experiences in camping out. "I would venture to say that when your park is completed, there will not be a better one in either Oregon or California. If there is, I haven't seen it."

"I'll tell you one thing I like about your park. It is that a person will have considerably more privacy here, when the park is finished, than is usual in most parks. A person doesn't like the idea of sleeping with his head next door to some other man's tent pegs. At least I don't."

"Another thing, your park is a natural rock park, and conforms in a large measure with the general scenic scheme of the Columbia highway."

Raine is enthusiastic over Oregon roads, "as far as I have gone." California roads are fine in the valleys, but mountain roads are generally rough, he explained. He added that the Pacific highway is now in fine shape from the California line to Portland.

MARKET GLUTTED

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dollars a pound, which was reached in 1910," says the bank. "With the constant increase of the supplies made available by the East Indian plantation the price has declined steadily, with minor fluctuations, until now it is below the cost of production on most if not all the estates where it is grown. Curtailed output may remedy the situation of the growers temporarily, but the chief hope for permanent relief lies in the fact that rub-

ber is a comparative new commodity for which new uses are constantly being developed.

"The United States consumes over two-thirds of the world's rubber, but, except for a relatively small amount grown in the Philippines, produces none. Great Britain, through ownership either of the plantations or of the territories where estates are located, controls about four-fifths of the plantation output. During the present depression stocks of raw rubber have stacked up in the United States, in the Far East and in England.

"The net imports of India rubber into the United States in 1920 were equal to 72 percent of the world's total production in that year. They exceeded the total production of any year prior to 1917. For many years the United States has been the chief rubber consumer, but notwithstanding increased demands for rubber manufactures for both the domestic and foreign markets, the figures indicate an almost reckless accumulation of stocks here in 1919 and 1920, following the removal of import restrictions made necessary by the scarcity of shipping during the war.

"Although rubber is manufactured into a great variety of different articles, one American concern alone being reported as making nearly 30,000 different products, over two-thirds, and at times over four-fifths, of all the crude rubber consumed in the United States enters into the manufacture of tires and tubes.

"The development of the rubber industry in the United States is far ahead of that in any other country. Consequently the growth of the American export trade in rubber goods, especially since the close of the war, has been remarkable. The domestic market, however, continues to absorb the bulk of the rubber product, for although the value of rubber goods produced in 1920 was probably in excess of \$1,000,000,000, the value of the exports in 1920 was \$85,437,000, or less than one-tenth of the total output.

PORTLAND JITNEUR MAKES GREAT CHEVROLET RECORD

In less than three years, Nick Cornacchia, jitney driver between Portland and Linnton, ran a little Chevrolet touring car 179,500 miles with a total repair bill of \$75. The facts came to light last week when Cornacchia traded the sturdy little car in for another of the same species.

The first car was purchased May 5, 1918, and was operated steadily until April 30, 1921, in the for hire service. The average daily mileage was 165, the average passenger load, six persons, the average tire mileage was 10,000 miles per tire, the average gasoline consumption, 22 miles per gallon, and the average oil consumption, 300 miles per quart.



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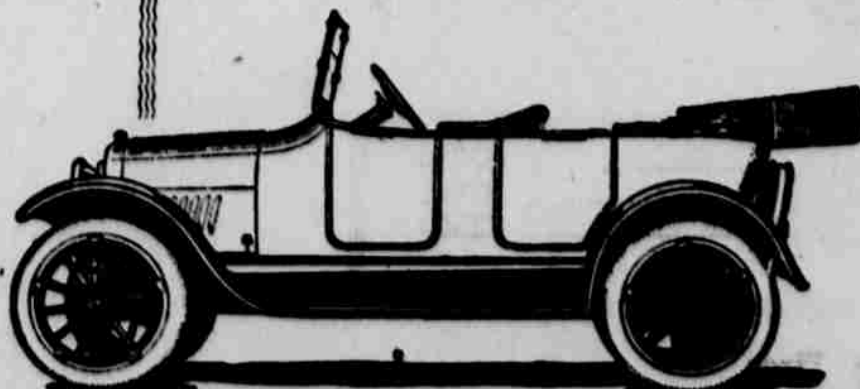


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