

of our National Parks," and Muir's "Our National Parks," extol the incomparable beauty of the forest trees, the oldest and largest of living things, and brings to mind Joyce Kilmer's tribute to the trees:

"I think that I shall never see,
A poem lovely as a tree—
Poems are made by fools like me,
But only God can make a tree."

**DRINK FIERY BEVERAGES;
1 DEAD, ANOTHER DYING**

By United Press
PORTLAND, May 26.—One man is dead and another dying from drinking a fiery alcoholic concoction of lured for sale in the underworld here.

Fred W. McCain of Rainier died today at the emergency hospital. An unknown man was picked up unconscious in the "band lands" from the same drink. The police are searching for the source of the supply.

RICKENBACKER BEGINS

(Continued From Page 1.)
giving information and help in all possible ways.

After reaching Omaha tonight I expect to go to bed and get up in time to be off before daybreak tomorrow morning, if that is possible. I expect to be in Washington about eight o'clock tomorrow night.

When I return I expect to fly back in a more relaxed fashion, arriving in San Francisco about June 5.

The little slip at Los Angeles didn't damage the ship to any extent and after a careful going over, she is in better shape than she was before.

Oh do the best I can; that's all I can say.

Buy your Pageant program today. 25

**The Pageant Story
Day by Day**

John Fremont's Party

John C. Fremont was very ambitious to explore the western country. His ability and inclinations especially fitted him for the exploration of the newly acquired western lands. He received the degree of bachelor of arts from Charleston college and was assistant engineer of the United States topographical corps, where he had experience in preliminary surveys of railroads and in military reconnaissance, among the Cherokees in Georgia.

The expedition left Kansas City May 29, 1843 to explore to the Pacific, through the Oregon country. The party consisted of 40 men equipped with 12 carts for transportation and a light wagon for scientific instruments. The route followed up the valley of the Kansas river, thence by the south fork of the Platte to the vicinity of the present city of Denver. A northerly route was then taken.

He described the Oregon trail as "a broad, smooth highway, where the numerous heavy wagons of the emigrants have entirely beaten and crushed the mountain sage."

Crossing Green river, he followed up Ham's Fork and the Bear river, the principal tributary of the Great Salt Lake, the valley of which was filled with emigrants traveling to the lower Columbia. Turning north he reached Fort Hall, Idaho, on September 18, 1843, which was then under British control. Following the emigrant trail, on October 8, he passed Fort Boise, then occupied by Hudson's Bay company, and on October 25 he arrived at the junction of the Walla Walla and Columbia rivers, his was considered by emigrants as the termination of their overland journey, since navigation down the Columbia was rapid and convenient.

He found many American emigrants at Fort Vancouver and heard of many others in the adjacent lowlands of the Willamette valley. His march had been marked by the usual experience of hardships and suffering inseparable from the time and the region. Carefully made maps of the country passed over, showing the elevation of the country, watering places and other points of interest were afterward of inestimable value to the emigrants.

On November 19, 1843, he left Fort Vancouver to return to the United States. His party now consisted of 25 men. The party came up the Columbia to a point above The Dalles. They followed the Deschutes river to its source, then over to Lake Klamath. The charts and geographic information which they had were incorrect. Winter snows made traveling difficult and they were lost several times. Their overtaxed horses became sick, some died and some were stolen by the Indians. Finally an Indian guide was found, who led them to the southward and then abandoned them. Their experiences and struggles were terrible to the extent that several times it seemed that the party would surely perish. Sutter's fort on the Sacramento river was finally reached on March 8. They recrossed the country by the Santa Fe trail.

This expedition will be a feature of the pageant tomorrow.

**FOREIGN TRADE
SLUMP AFFECTS
MANUFACTURERS**

**INTERNATIONAL CREDIT FOR
BIDS PLACING OF BIG OR-
DERS PLACED IN 1920.**

NEW YORK, May 24.—Big automobile manufacturers who are now endeavoring, after partial or total shut-downs, to resume operations on a large scale, are facing a serious problem in the startling decline in American export business in the last few months due to the restriction of foreign credits.

The real seriousness of this difficulty may be seen from statistics just compiled by the National Automobile Chamber of Commerce for its 1921 issue of "Facts and Figures," which show that, while all previous sales, production and registration figures were smashed by the automotive industry in 1920, exports not only kept pace, but increased from 4 percent in 1919 to 7 1/2 percent in 1920. Out of a total of 2,205,197 vehicles produced in the United States, last year, including both passenger cars and motor trucks, nearly 171,000 were exported, or twice the number sent to foreign buyers in the preceding year.

But with the foreign credit stringency at the critical point to which it has come, buyers from other countries are no longer able to place orders of big orders because the American manufacturers cannot finance them. Especially in view of the fact that the big factories are working only to meet the daily demands of their dealers, the effect of a large curtailment in a branch of their business that meant more than seven percent of its total last year, is evident.

A survey of the automotive field made by the Committee on Organization of the Foreign Trade Financing corporation, the largest of the corporations being formed under the Edge law to foster foreign trade through the extension of these long-term credits, shows that the value of exports in this field in 1920 was \$384,676,437, an increase of more than \$175,000,000 over 1919. Included in this total are figures for passenger cars, trucks, motorcycles, parts, gas tractor engines and tires.

Wonderful advances were made by American cars all over the world. The survey showed that the 26 Spanish and Portuguese speaking countries increased their purchases 103 percent, with the result that 27 percent of all exports went to these countries. Australia presents one of the most favorable export fields, having taken a great number of American cars in 1920, as did England, Canada and India. Practically 99 percent of all automobile importations of Greece were American makes.

With such widespread markets having taken American motor products in such vast quantities, the export agents are emphasizing the necessity of helping foreign buyers through an extension of long-term credits so that American cars may lose nothing in prestige during the period of readjustment in the next few years. American motor vehicle manufacturers fear nothing in their home markets from foreign makers.

**THEY'RE ROUGHING THEIR
KNEES IN NEW YORK**

By United Press
NEW YORK, May 26.—Here is the latest style secret—women are roughing their knees.

But, according to Sydney Brooks, who made this revelation today, it won't be a secret very long if the girls continue to wear 'em shorter and roll 'em lower.

Brooks, a former hair dresser in the czar's palace, is now manager of a beauty parlor in the Waldorf-Astoria hotel. He said that his feminine assistants are now being called on to initiate his clients in the art of beautifying their knees.

LOOKING BACKWARD

(From The Chronicle, May 26, 1886.)
The commencement exercises Saturday were the first from The Dalles high school.

Four wagons loaded with wool arrived in the city this morning from Yakima. It is the beginning of a lot of 175 bales.

The following participants in the bowling contest are notified to be present at the club rooms this evening at 8:30 o'clock, as this is to be the final game: F. Menefee, George C. Blakeley, A. Bottingen, R. F. Laughlin, J. W. French, M. Z. Donnell, A. Kellar, P. Gabel, T. J. Driver, E. O. McCoy, H. H. Riddell, Fritz W. Wilson, G. W. Phelps, J. G. Miller, Charles Clarke, Arthur Clarke, Dr. H. Logan, Dr. Siddal, E. Jacobsen, R. Sinnott, T. J. Seutert, Dr. Sturdevant.

WAPINITIA NEWS

WAPINITIA, May 24.—This section was visited by several fine rains last week. Crop prospects were never better. With some rain in June a bumper crop will be harvested.

Several carloads of cattle and hogs were shipped from this section Saturday.

Mr. and Mrs. Ben Cable went to Portland Saturday night. Mr. Cable going with a car of cattle. Mrs. Cable will remain in the city a week, visiting relatives there.

John Calverly, a forest ranger, made the trip last week from here to Government Camp, Summit House and Zig Zag ranger station. He went as far as Camas on his motorcycle and from there he went on foot, using skis. He reports the snow seven feet on Summit Prairie.

Mr. and Mrs. P. J. Olsen and family came over from Shaniko and spent Saturday night and Sunday visiting relatives here. Alice Olsen was graduated from high school Friday evening with high honors, having made the four grades in three years.

Mrs. Carrie Kirkham came out from The Dalles Saturday and attended the meeting at Maupin.

The many friends of Miss Irene Doyle who formerly lived here and who was graduated from the hospital at The Dalles will be glad to hear that she is now at Bellingham, Wash., and has a class of 29 girls under her.

The Indian ball team from Simnasho played the Maupin team at Maupin Saturday. Maupin boys made a clean sweep of it. The Indians were shut out.

Mrs. Cattie M. Bigbee, who has been in The Dalles for almost three months receiving medical treatment, returned to her home here Saturday, and took charge of the school Monday.

Rev. and Mrs. Matthews of Simnasho spent Sunday night at the parsonage here.

Mr. and Mrs. Harold Stanton were Saturday night guests with Mr. and Mrs. Clyde Elin. Mrs. Lovell from the agency accompanied them.

Ben Richardson and Frank came out Sunday from the Graham road camp.

Vivian Barzee and Floyd Richmond received their eighth grade diplomas Saturday. The rest of the class failed in some of their studies but will take the examination again in June.

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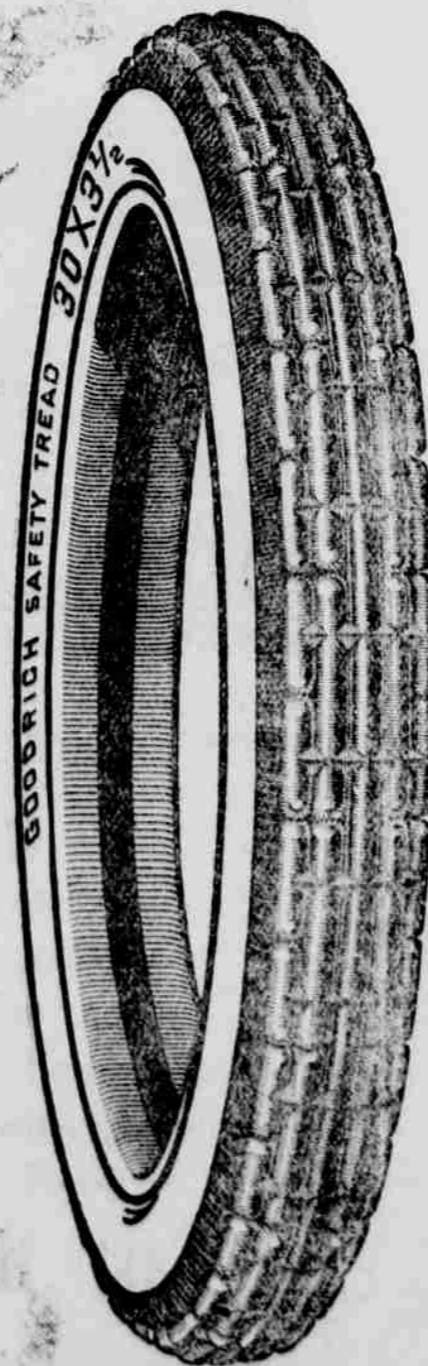
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Anti-Skid Safety Tread
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Goodrich 30x3 1/2
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now available at the
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went into effect May 2nd

Here is a 30x3 1/2 tire, with snappy black tread and creamy white sides—clean, trim, splendidly finished—generously large and full in size, with the Goodrich anti-skid safety tread.

This tire will give you much longer mileage, the greatest of durability, the utmost riding comfort and the fullest satisfaction.

Like all other Goodrich tires the "30x3 1/2" is made only in one quality. It is so thoroughly and unusually good that its makers frankly declare it the best tire ever made for small cars.

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Akron, Ohio

Dealers everywhere are selling Goodrich Silver-town Cords, Goodrich Fabric Tires and Goodrich Red or Gray Tubes—all one quality—at the 20% reduction in price which Goodrich made effective May 2nd, 1921.

every pound of produce. Bad roads keep travelers from bringing plentiful money into communities.

Community overhead is cut down with good roads because they reduce power cost and hauling time. The public in general is coming to realize this, and to demand good roads. Cities no longer end the "country" begin at that arbitrary line fixed by city ordinance called the city limits.

Cities and the rural districts are becoming unified, and the road now is the medium. Cities are becoming more closely allied to other cities.

Five years ago it was no inconsiderable journey to travel from The Dalles to Portland. They were cities apart. The Dalles now is not a suburb of Portland by any means, but there are few people resident here who do not know where Fifth and Alder streets are in Portland, over if the name of that city is not mentioned.

This does not mean that overgrown in The Dalles is running down to Portland over the Columbia River highway in an automobile. It is simply illustrative of the fact that cities are getting closer together, and the great medium of the relationship is the improved highway. Pavement is paving with the local walk. The streets of cities are being linked with the streets of other cities by means of the road highway.

Public expenditure on highway engineering has already run into millions and millions more are going into common use systems of transport for food and merchandise. Because the public is demanding its expenditure.

The Dalles-California highway will bring all central Oregon to our doors. Hundreds of thousands of people are going to travel by automobile from central Oregon to the outside. They are going to the best road. If the best road is through Wasco county, this country will get the benefit of the business that accrues. If the best road is through Sherman county, they are going to travel through Sherman.

Your vote will throw the business one way or the other. The Dalles-California highway is going to be built, because the state demands it, and the state highway commission has decided upon it.

There are many engaging evidences that the bond issue will carry in Wasco county. The rural districts, especially those adjacent to

again, to hundreds more next time, because of the advertising of this one, and possibly thousands in years to come.

The story of the building of the northwest will never cease to be fascinating and inspiring to Americans. No section of the United States has been developed by more sturdy pioneers, and no pioneers encountered greater difficulties than those who came to hew the virgin forests of the northwest.

The Dalles has played such a vital and romantic part in all of this, it is well that the story of The Dalles should be told to the world.

The beginning this year perhaps, is small. But there is no reason why the story should not be portrayed year after year with increasing effect.

AT THE LIBRARY

This is forest protection week by proclamation of President Harding. As residents of a state which is favored by having wonderful timber resources, and as residents of a county that has wide areas where timber resources are not large or do not exist at all, people of The Dalles and Wasco county should have a definite and earnest interest in conserving and increasing the state's forests.

Such questions as to whether the productive capacity of the forests of the country is adequate to future demands; what methods of conservation are being applied; how new forests can be planted on burned over areas; the prohibitions and provisions of the Oregon state fire law are matters of vital importance. "The Important Timber Press of the U. S.," by Elliott Van Hise's "Conservation of Natural Resources," and the publications of the U. S. government forestry service emphasize the points above mentioned. These books are in the public library. The library has also a fine map of the Oregon national forest with directions to camps and four-hits.

Verilike "Boys' Outdoor Vacation Book," "The Boy Scouts' Handbook," "Cubs' Boys' Camp Book," all contain practical information about building camp fires and how to take care of them and put them out, as well as information about the value of forest trees and how to know them, and in general interesting material in itself. These books are among the library's collection of books for boys.

In "The Spell of the Rockies," Elton A. Mills describes the threatening uncertainties and dangers of forest fires he has witnessed and gives many interesting details about their devastating effects.

Such books as James' "Our American Wonders," Mills' "Rocky Mountain Wonderland," Kel's "Tour