

DIPLOMACY FACING GREATEST CRISIS SINCE WAR BEGAN

By Percy Searl
United News Staff Correspondent
London, Aug. 17.—European diplo-

macy is now facing the greatest crisis since 1914, in fact as well as in theory.
Lloyd George is standing pat, not only as regards refusing to countenance further military operations by the Poles, but towards labor in dealing with conditions at home.

As for France, Premier Millerand, speaking in St. Quentin on his tour of the devastated regions, Monday declared: "The war is finished, and the French government has no intention of again bringing on the horrors of war."

While the discussions of the past week on the situation growing out of the advance of the Bolshevik forces into Poland have been based upon the Russians capturing Warsaw, there was in the background the hope, at least, that an armistice might be effected before the town actually fell.

MUST SAVE POLAND
The supreme thought of the allies is, first, to preserve the state of Poland, and from their positions as victors in a war, which they claim was initiated by the Poles, the Bolsheviks are expected to attempt stringent terms in return for the release of Polish territory.

There is also increasing concern over the assertions from such French authorities as former President Poincare, that secret agreements exist between the Bolsheviks and the German government.

From Warsaw come reports of the scenes of confusion during the almost hopeless, but desperate last minute preparations for defense of the city.

LITTLE HOPE HELD
Despite the optimism expressed from some French military sources, British military authorities see little that may be regarded as hopeful in the situation.

As the Red army has been closing in upon Warsaw, communication has naturally become increasingly difficult for the Poles. At the same time a balancing of the various reports leaves little that may be termed cause for optimism.

Auto Theft Record In Portland Is Less Than Average City

Portland is more nearly immune from the ravages of the automobile thief than any other of the leading Pacific coast cities, according to the statement of B. W. McCay, chief investigator of the auto theft bureau for the Pacific Coast Automobile Underwriters.

Doctor, O Doctor, Kingdom for Auto!

Suffering himself to prolong his vacation "indefinitely," Dr. George Parrish, city health officer, is at Hood River awaiting word that his automobile, now undergoing renovation in Portland, is ready for his use.

Miller & Tracey
Adult Caskets \$30 to \$1000
Main 2691 578-85

Cross Road Signs In Oregon a Vital Auto Tourist Need

Calling upon the board of highway commissioners to heed the demand for more adequate cross-road markings, P. C. Knapp has sent a letter to the commission commenting on a complaint he has heard from tourists.

"Last Saturday a gentleman who had just driven from Chicago to Portland via the southwestern route, told me that he considered our failure to provide these signs an act which would rankle in the bosom of visiting automobilists for years to come.

"It does not seem to me that we should let such a simple proposition as the erecting of proper cross road signs sleep in a pigeon hole. The taxpayers of Oregon are ready and ready to call for funds to be used in making our state more attractive.

SHIPPING BOARD CRAFT WILL GET PRIVATE CHARTERS

Three vessels, 8800 tons of the United States Shipping board have been allocated for private charter from the Columbia river, wheat to the United Kingdom, at the newly established rate of \$20.

The British steamships Helbroom and Nacito de Larrinaga were announced Monday afternoon by Kerr, Gifford & Co. for September and October loading.

Grain movements of new crop will begin in earnest within the next three weeks. There are three available in port and all under charter for the earliest movement, which is expected to begin within the present week.

REQUEST FOR GRAPPLER TO GO TO IRRIGON IS REFUSED
Request of E. P. Chaney of Irrigon, Or., that Grappler Hugh Brady be sent to that point to search for the body of a drowned man was denied by municipal authorities on the ground that the services of the municipal grappler might be in demand at any minute in the local harbor and to send him to Eastern Oregon would deprive the port at a time when many thousands are bathing and boating on the Willamette.

ALL ALONG THE WATERFRONT
The steamer Rose City cleared for San Francisco Tuesday morning with 125 passengers and a full cargo of freight. She will be due at the Bay City Thursday morning.

News of the Port
Challambra, Arrivals August 17
Williams, American steamer, from Seattle, ballast.

Table with columns: Station, High Water, Low Water, Daily River Readings, and RIVER FORECAST.

AT NEIGHBORING PORTS
Astoria, Aug. 17.—Left up at 9 last night, steamer Washburn, from Port San Luis; left up at 9 last night, steamer West Coyote, from New York.

U. S. Solid Truck Tire Sales and Service Depot in this city:
MILES & CLARK / 26 N. Broadway

from Honolulu, at 6:55 a. m.; Solo, from Willapa Harbor, at 6:45 a. m.; barge Pullerton (in tow of the Pearl), from Port San Luis, at 3:50 a. m.; Humboldt, from Los Angeles, at 4:50 a. m.; Santa Maria, from Anacortes, at 5:15 a. m.; Santa Barbara, from Willapa Harbor, at 9:35 a. m.; Daisy, from Columbia river, at 10:30 a. m.; Lillian Stewart, for Port San Luis, at 7:20 a. m.; Bedford, for Tokohama, at 8:25 a. m.

San Francisco, Aug. 17.—(L. N. S.)—Arrived, August 16—Argyll, Seattle, 6:30 a. m.; Justia, Shanghai, 11:30 a. m.; Annie Johnson, Kahlial, 12:15 p. m.; City of Hoidy, Ulnaska, 12:50 p. m.; President, Seattle, 5:15 p. m.; Lyman Stewart, Seattle, 6:30 p. m.; Admiral Nicholson, Santa Barbara, 7:30 p. m.; Saled, Aug. 16—Hendon, London, 3:30 p. m.; Quesin, New Angeles, 11:35 a. m.; Hartwood, Grays Harbor, 2 p. m.; Avalon, Willapa Harbor, 2:15 p. m.; Gonside, Fort Bragg, 2:30 p. m.; Sea Foam, Mendocino, 4:55 p. m.; Javary, New York, 5 p. m.; Luke, Puget Sound, 6:05 p. m.; Pacific, Vancouver, 6:30 p. m.; Arghil, Port San Luis, 9:50 p. m.; Whittier, Port San Luis, 11:45 p. m.

Seattle, Aug. 16.—(L. N. S.)—Arrived—SS. Saginaw, from San Francisco, via Port Angeles, 12:30 a. m.; M. S. Libby, Maine, from Alaska, 2 a. m.; U. S. L. T. Heather, from cruise, 11 a. m.; August 15—Arrived—Admiral Schley, from San Diego, via San Francisco, 2:55 a. m.; Prince Rupert, from Prince Rupert, via ports, 11 p. m.; August 14—Arrived—SS. Honolulu, for Honolulu via San Francisco, 2:55 a. m. Saled—August 14—Admiral Schley, for Tacoma, 4:20 a. m.; U. S. L. T. Heather, for cruise, 8 a. m.; August 13—Saled—SS. Jefferson, from San Diego, via San Francisco, 2:55 a. m.; Prince Rupert, via ports, 11 p. m.; August 14—Saled—SS. Honolulu, for Honolulu via ports, 8 p. m.; U. S. L. T. Heather, for cruise, 10:55 p. m.; Admiral Goodrich, for Kowak, 9 p. m.; August 14—Saled—SS. Challambra, for the West Coast via Portland, Or. (Sealand, Aug. 14.—(L. N. S.)—Saled—SS. Alaska, southbound, 10:30 a. m.

Seattle, Aug. 14.—(L. N. S.)—Saled—SS. Northwestern, southbound, 11 a. m. Sydney, Aug. 14.—(L. N. S.)—Arrived—Harkness, Levi, W. Ostrander from Dunbar, thence July 5. Victoria, Aug. 16.—(L. N. S.)—Arrived—Empress of Asia, from Hongkong, via ports, August 15—Arrived—SS. Admiral Sebire, from San Francisco, 6:15 p. m.; Passed—SS. Eudamos for Vancouver, 8:15 p. m.; basketball, Alia, leaving; survey will be held today, August 14—Arrived—SS. President, from Seattle, 4:25 p. m. Saled—SS. President, from Seattle, 4:25 p. m.; Saled—SS. President, from Seattle, 4:25 p. m.; Saled—SS. President, from Seattle, 4:25 p. m.

Seattle, Aug. 14.—(L. N. S.)—Saled—SS. Brookdale for Seattle; Reolute for Spokane, Tacoma, Aug. 16.—(L. N. S.)—SS. Admiral Schley, from Seattle; SS. Quada from British Columbia, 8 a. m. Seattle, Aug. 17.—(L. N. S.)—Arrived—Victoria, from Nome and St. Michaels, 10:30 a. m.; Admiral Dewey, from San Diego via San Francisco, 11:30 a. m.; Eudamos, from Hongkong via Vancouver, 10:50 a. m.; Aug. 15, arrived: Northwestern, from Southeastern via Southeastern Alaska, 12:30 p. m.; Fulton, from Vancouver via Tacoma, 10 a. m.; Admiral Schley, from Tacoma at 10:20 p. m. Saled: S. S. Admiral Schley, for San Diego via San Francisco, at home; Spokane, for Southeastern Alaska, 10 a. m.; Fulton, for Seattle—SS. Canadian Inventor for Calcutta, Port Townsend, Aug. 13.—Passed toward and Manila, 10:55 p. m.; Admiral Goodrich for Kowak, 9 p. m.; August 14.—Passed out—Admiral line passenger steamer, probably Admiral Schley, at 2:15 p. m. August 14.—Passed out—Schonnes, Reolute in tow of the Richard Holt for Sydney, 9 p. m. Bellingham, Aug. 14.—(L. N. S.)—Saled—

Seattle, Aug. 13.—(L. N. S.)—Saled: S. S. Bermuda, for Puget Sound. Houston, Aug. 13.—Arrived: S. S. West Ivik, from Seattle. Victoria, Aug. 14.—(L. N. S.)—Saled: S. S. Statesman, for London and Liverpool. S. S. Statesman, from ports. Honolulu, Aug. 13.—(L. N. S.)—Saled: U. S. S. Vancouver, for Seattle. U. S. S. Empress of Asia, from Hongkong via Victoria; M. S. Cook, from Tacoma, Saled: Tyndarus, for Seattle, Aug. 15, sailed: S. S. Eudamos, from Liverpool via Victoria, Saled: S. S. Canadian Inventor, for Calcutta. S. S. Port Townsend, Aug. 17.—(L. N. S.)—Passed in: S. S. Victoria for Seattle, 7:30 a. m.; S. S. Tyndarus, for Seattle, 8:15 a. m.; Passed out: S. S. Morning Star, for Vancouver, 7:30 a. m.; Aug. 16, arrived: S. S. West Scotia, from Port Ludlow and Everett.

Seattle, Aug. 16.—(L. N. S.)—Saled: S. S. West Scotia, from Port Ludlow and Everett. Oregon City, Aug. 11.—Miss Edith Maulding of Portland and R. C. Riemann, an employe of the Crow-Willamette mills at West Linn were married Friday, August 13, in Seattle, at the home of the bride's sister.



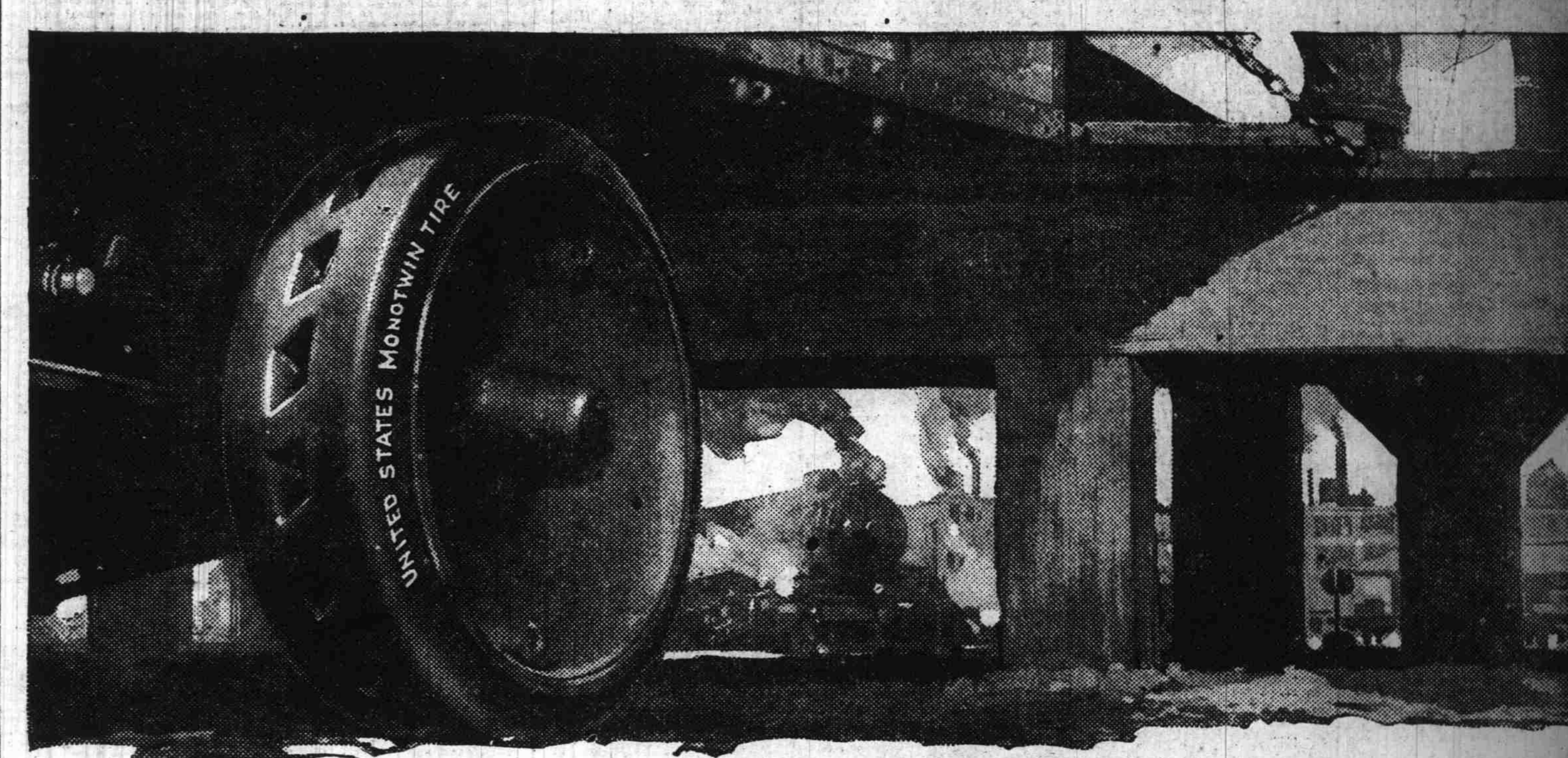
U. S. Solid Truck Tire Sales and Service Depot in this city:
MILES & CLARK / 26 N. Broadway

United States Tires
United States Rubber Company
Tire Division Branch, 111-115 North Sixth Street

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TALK to the truck owners of this country about economy—even an economy that may not be immediately apparent—and you will always find them ready and willing to listen to you.

When the United States Rubber Company announced the creation of its new Mono-Twin Solid Truck Tire, two months ago, it expected that truck owners would be interested.

What it didn't foresee was how quickly and almost universally they would appreciate the results towards which this company had been working.

Two months is a short time in which to have the results of years of scientific endeavor meet with such general and enthusiastic acceptance.

But truck owners all over the country have learned their lesson. They have followed the unsound and the unscientific to their logical conclusions.

They know now which way economy

lies. And they are more than ever out to find it.

For those who overlooked the first announcement regarding the Mono-Twin, we reprint these few facts bearing on its economy:

It is built of grainless rubber—an exclusive U. S. creation—non-splitting. Chemically joined to its base—ending base separation.

Its combination of rubber cross-bars and depressions increase tractioning—dissipate traction heat—act as a non-skid tread—enable the tread to wear down uniformly with no necessity for regrooving.

It carries a heavier load than two single tires of half the section width—adding to its cushioning qualities, reducing the wear on truck and driver.

The local U. S. Solid Truck Tire representatives will be glad to give you further information. Talk to them. They are truck tire experts. And specify the U. S. Mono-Twin when ordering your new truck.

United States Tires
United States Rubber Company
Tire Division Branch, 111-115 North Sixth Street