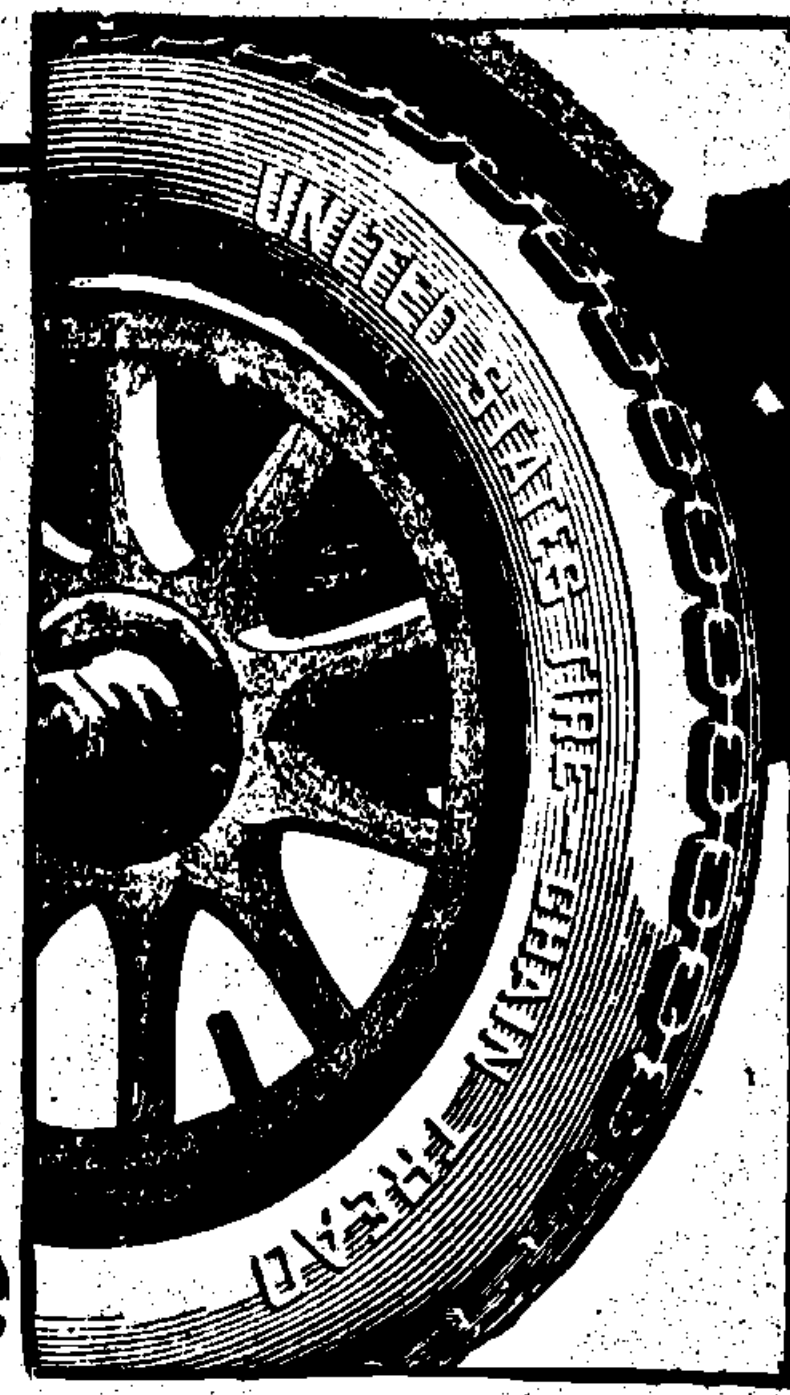


"No matter where they live there's a nearby U. S. Dealer with his nearby U. S. Factory Branch"



# Who says that "bargain" tires are what the people want

**M**OST everybody knows the easy-going sort of man who never takes a tire seriously until he gets a blow-out.

How long he will resist universal tire education is a question.

But this is sure—

More people are finding out every day that between leaving things to luck and getting *real economy* there is a big difference.

Many a car-owner has come to U. S. Tires because he couldn't afford to keep on *paying* that difference.

Probably seven out of ten users of U. S. Tires came to them only after they had enough of "discounts", "bargain offers", "clearance sales of surplus stocks" and other similar appeals.

They have found *economy*—and they stick to it.

They pay a *net price*—not "something off list" that may not mean anything in the first place.

They get *fresh, live tires, being made and shipped* while this message is being written.

No matter where they live there's a nearby U. S. Dealer with his nearby U. S. Factory Branch.

U. S. Tires keep moving.

No opportunity to get old and dried out. No shifting here and there trying to find a market.

Every U. S. Tire a *good tire*, wherever you find it anywhere in the country.

Because the U. S. policy is a *good policy* that serves the car-owner all the time.

Doing the very best for him that human good faith can do.

### THE U. S. CHAIN TREAD

One of the few tires of which it may be said that they deliver economy year in and year out and tire after tire.

The U. S. Chain Tread gives sufficient traction on all ordinary road surfaces. It is probably the handsomest, and by all odds the most popular, of the whole U. S. Fabric Tire line.

### United States Tires are Good Tires

U. S. USCO TREAD

U. S. CHAIN TREAD

U. S. NOBBY TREAD

U. S. ROYAL CORD

U. S. RED & GREY TUBES

# United States Tires

## United States Rubber Company

A. D. McIntyre  
J. W. Wade

Jordan Motor Car Co.  
P. C. Foster, Red Creek, N. Y.

### ENGLAND WORRIED OVER U. S. FLEET

By LLOYD ALLEN

London, July 6.—Freedom of the Seas—this is the toughest of today's problems between America and England, beside which all other questions are as nothing.

For one hundred years England and the United States have developed with different viewpoints regarding ethics of regulating and using the world's greatest trade routes in peacetime or in wartime.

Since America has built a great fleet of commerce carriers and at the same time is creating a strong navy, the question of co-operation with England in utilization of the Seven Seas has become of paramount importance.

Lloyd's Register shows the following startling comparison between the British pre-war and post-war merchant fleets:

	1914	1921
British tonnage	21,045,049	20,584,652
American tonnage	5,386,184	16,073,289

These figures show America's rapid advance into the shipping business with the U. S. Shipping Board as the largest single operator in the history of the world.

British shipping circles have shown a disposition to carefully guard the great trade routes of the world and not encourage American entry into these expensively built-up connections that link the world's seaports.

Much resentment has been expressed in London regarding the Jones Shipping Act, which if put into full force would operate detrimentally against British interests. It is felt.

At the same time official and unofficial London watch with unflagging interest the growth of the American navy and there is a unanimous plea in the press for agreement limiting armaments, if possible.

Should agreement not materialize, the newspapers warn England against taking second or third place among the world's great navies.

As a middle course between these two suggestions, a powerful section of the British press advocates an Anglo-American understanding, recognizing American and English common rights on the high seas. Some suggestion has been made that American naval supremacy shall be unquestioned in the Pacific, while British supremacy shall be paramount in the Atlantic.

British politicians utter serious warnings against a British-American naval race in armaments, pointing out America's resources are too great for English competition. While there are firebrands agitating for strong action in this question, as in many other Anglo-American problems, there are, on the other hand, mediating influences much stronger who are determined to reach agreements eminently satisfactory to both nations.

### QUITE A FEW KINGS STILL HANGING AROUND EUROPE

Industry Not Entirely Dead, Despite Effects of World War

By CLAUDE A. BEALS

(Written for the United Press)

(Editors: Beals was formerly attached to the N. Y. bureau of the United Press and now holds a Pulitzer scholarship. He recently returned to London after a trip over the continent. U. S. P. N. Y.)

London (By Mail).—The sport of lopping crowns in Europe, that became so exhilarating in the war, seems not only to have subsided but also to have been followed by its equal and opposite reaction.

Hungary, though kingless, still by legislation of its own Parliament is a kingdom. Austria has a small but important Royalist party. And Germany maintains a strong leaning towards a king, and a Hohenzollern, at that.

Constantine has come back, though the royal supports are wobbly. Old King Peter of Serbia, who pulled through the war more or less, has

found his new kingdom of the Serbs, Croats and Slovenes so pregnant with spontaneous combustion that he leaves his son, Alexander, to do most of the work. Ferdinand of Rumania still has his picture on the postage stamps, but is refraining from all other publicity. And Boris of Bulgaria, answering a public welcome on a church festival the other day in Sofia, was greeted by a bomb which killed and wounded several persons close by him.

The thrones more familiar to Americans are at present having little difficulty in weathering present fair winds. In England King George has lost by his quietness what little vestige of power his father, by his strong personality was able to exercise. His popularity was undergoing a slump until the Prince of Wales came to bat. The Prince is undoubtedly the most popular person in the United Kingdom and if he comes to the throne, which some people through admiring him doubt, he will probably wield a positive influence.

The most stable throne of all apparently, is that of Holland. Queen Wilhelmina enjoys and cherishes the genuine affection of her people. The Prince Consort, Henry of Mecklenburg, is not popular, but the Queen drives about The Hague in her car with no guard. The men in the streets tip their hats and she bows pleasantly. There was an attempt not long ago to hold a demonstration against her, but she drove without any guard to the place where it was to be held and the Hollander took the horses from her carriage and drew her through the streets in triumph.

King Albert of the Belgians also reigns with comparative quiet. King Victor Emmanuel of Italy, however, is in no way too good a position though it has shown signs lately of strengthening. The king of Spain also manages to hang on.

The question of a king for Hungary is the puzzling one. Karl is the legally crowned monarch. After his recent escape his supporters in Hungary insisted that he would be back in six months and the announcement that he is about to go to Spain gives some credence to the opinion that he may

try another coup, because in Switzerland he is very closely guarded. He has put himself in a rather ridiculous position however, by having left Hungary twice now, each time after proclaiming that he would rather die than leave. Besides, the little Estente supported, though somewhat casually by the Big One, is determined not to have a Hapsburg on the throne. He is, further, a Catholic, and while the Catholics are strong in West Hungary, a large part of the country is Calvinistic.

Since Karl's last departure, several rivals have sprung up. Admiral Horthy, designated governor by the parliament until a king was selected, was, according to stories in Vienna, himself to have been set up by the Small Landowner party as king. That, however, fell through. Archduke Joseph and Archduke Albert both have strong followings.

In Austria in spite of the royalist party and the members of the nobility who kept their titles only by courtesy and persistence, the chance of a kingdom are small. Many people, however, remember the good times before the war, and think that they would come back automatically with a restored monarchy. The thinkers of Austria, however, say frankly that the financial burden of keeping up a royalty would be intolerable.

There is, on the other hand, a party in France supporting the idea of a monarchy especially in Austria for the purpose of preventing a union with Germany. This policy, though beneath the surface, is a vital one. France's policy is unquestionably one of building up as many small states as possible for two reasons—that of holding the leadership of Europe and that of maintaining her security. If she can draw kings about Europe, she can lessen the danger of amalgamation, thus walling Russia off from any expansion westward and Germany out of Mittel-Europa.

Radium Invisible. Radium is found in nature in quantities so exceedingly small that it is never visible even when the material is examined with a microscope.

## FLOODS COST MANY LIVES IN LAST 30 YEARS

### Galveston Disaster in 1900 Took 6,000 Lives.

### JOHNSTOWN DEAD WAS 2,200

Rains Caused Indiana and Ohio Torrents in Which 730 Persons Perished in 1913—Johnstown Catastrophe Stands Foremost in Memory of Country—Texas Has Been Frequent Sufferer From Swollen Waters—Pueblo Twice Visited.

Several disastrous floods in this country in the last thirty years have had death lists running into the hundreds, but only two of them have been caused by torrential rains. One was the flood in 1913 that ran up a death list of 730 and a property loss of \$180,873,000 in Ohio and Indiana. In 1903 about 800 lives were lost in a cloudburst at Heppner, Ore. Two floods at Galveston caused a loss of life running into the thousands.

The flood that stands foremost in the memory of the country as a catastrophe was that at Johnstown, Pa., on May 31, 1889, in which 2,200 lives were lost and \$10,000,000 worth of property destroyed or swept away. This was not due to a storm but to the breaking of the reservoir of Lake Conasaugh, a body of water two miles and a half long, a mile and a half wide and more than 100 feet deep. This held then a larger volume of water than any other reservoir in this country.

The dam that held the waters in this pocket was 1,000 feet long, 110 feet high, 90 feet thick at the base and 25 feet wide at the top. The capacity of the original lake had been quadrupled by this dam, but the menace of a flood had been so great since the construction of the immense stone wall that citizens of the valley frequently had caused inspections to be made.

The reservoir, far higher than Johnstown, belonged to a hunting club. It had been constructed carelessly. Complaints often had been made to the owners. The dam of the reservoir was made of earth, with no masonry reinforcement. There had been long-continued rains prior to May 31, and when the danger was seen gangs of men were put to work to open a sluice. But they could not work fast enough to keep the pace with the rising waters.

Inhabitants Warned. At noon on May 31 a messenger was sent to Johnstown warning all the inhabitants to flee. The warning was not taken seriously. When it became certain that the dam was going an engineer named Trask mounted a fast horse and rode through the valley to Johnstown eighteen miles away, shouting an alarm as he went.

At 3 p. m. the whole center of the dam gave way in a break 300 feet wide. The flood, half a mile wide and forty feet high, rushed on its way to Johnstown. It tore down everything in its course, taking up whole villages in a few seconds and carrying the tons of building materials like so many chips.

Two wings of the flood struck Johnstown almost simultaneously. The destruction was complete. Persons who escaped were prompted to run at the last moment when they heard the rush of water in the distance. Bodies floated in the rapids and whirlpools and were not found for days.

The distance from the lake to Johnstown was eighteen miles and it was estimated that the flood covered this distance in about seven minutes. It was the highest pressure flood in history, and even after sweeping Johnstown the water rushed on so swiftly that bodies were found next morning in the Allegheny river at Pittsburgh, seventy-eight miles away.

Another great flood due to the breaking of a dam occurred in the little town of Austin, Pa. A cement dam, 40 feet high, 32 wide at the base, and 530 feet long, storing water for a paper-pulp mill, gave way, releasing 400,000,000 gallons. The inhabitants of Austin, eleven miles below the dam, were warned by telephones. Fewer than 100 persons lost their lives. Fire followed the water.

6,000 Lost in Texas Flood. The worst of the flood disasters along the Texas coast occurred on Sept. 8, 1900, causing a loss of 6,000 lives and nearly \$20,000,000 damage. This flood was caused by a hurricane from the Gulf of Mexico, which hurled great masses of water miles inland. The greatest force of this flood struck at Galveston and for thirty miles along the shore, both above and below Galveston.

Thousands of persons were made homeless, and pillage and robbery of the dead and living were unsurpassed in the history of disasters, according to army officers who were at the city after the flood, and also at San Francisco after the earthquake, when similar excesses were checked by Brig. Gen. Frederick Funston.

A year before this first Galveston flood a flood in the Brazos valley in Texas caused hundreds of thousands of dollars in damage and serious loss of life. This flood was followed by the bursting of a dam at Austin the next year costing \$1,000,000 damage and serious loss of life. In the same year a series of floods in the Colorado

river valley caused heavy loss of life and property damage.

In the floods in Ohio and Indiana in 1913 the city hardest hit was Dayton, where a first estimate placed the dead at 2,000 and the property loss at \$100,000,000. When all the figures were gathered after the flood, however, it was learned that the list of dead was 732 and the property loss \$180,873,000 for the two states. More than 60,000 buildings were flooded.

This disaster in Ohio called forth great relief efforts on the part of the Red Cross and many other agencies and cities. Much of this work of relief was directed from Columbus by Governor James M. Cox.

Texas again was visited by a series of floods in the Brazos and other valleys in 1913 and about 500 lives were lost. The loss in this flood in towns in Central and Eastern Texas was estimated at more than \$30,000,000. The cause was torrential rains.

In 1915 Galveston was revisited by a hurricane and inundating seas from the Gulf of Mexico and the death list was placed at 300. The property loss was put at \$5,000,000. The city this time was saved from greater damage by its huge sea wall which had been built after the 1900 storm to protect the city against a similar catastrophe. The seas were so high at times that they swept over this wall.

Problem for Engineers. The lower Mississippi river valley has had many disastrous floods and the problem of checking the damage and loss of life caused by them is still under discussion by engineers. One of the worst of these floods in recent years was in 1912, when 200 lives were lost and a property loss of \$45,000,000 was caused in Bolivar county, Mississippi. The property loss each year in the lower Mississippi region runs into millions. The year of greatest loss was 1903, when millions of dollars in property were destroyed at Kansas City, Mo., and other river towns.

Great as have been the loss of life and property in floods in the United States, they have been almost infinitesimal in comparison to losses in life and property in other countries, particularly in China.

In 1876, 200,000 persons perished in a tidal wave in Bengal. Hundreds of thousands were drowned in the China provinces in the same year. In 1887, two years before the Johnstown flood in this country, millions were drowned in a flood of the Hoang-ho in Honan, China. In 1896, 27,000 lives were lost in Japan in a flood.

In 1911, 100,000 lives were lost in a flood of the Yang-tse Kiang in China and in the same year 5,000 lives were lost in a Hoang-ho river flood. In 1912, 400 were lost in Japan and 232 in a second flood in the same year. The Philippine islands also have had many similar disasters.

One of the large floods preceding the Johnstown flood in 1874 inundated the Mill river valley in Massachusetts when a dam broke. Nearly 150 persons were drowned. In the same year and in the next year disastrous floods in Western Pennsylvania and in the Ohio river valley caused the loss of hundreds of lives.

In the West river valley of China serious floods occurred in 1914 and 1915. In the first year the loss was 7,300 lives and \$48,000,000 in property. The following year 80,000 lives were lost.

Two years ago floods and cloudbursts in Guanajuato, Mexico, killed 1,000 persons and caused a property loss of \$20,000,000. Two cities were inundated and crops destroyed over an area of 10,000 square miles.

Pueblo Flooded in 1894. The recent disaster at Pueblo was the second in the history of that city. On May 31, 1894, Pueblo was swept by flood when Fountain creek was swollen to a torrent by a downfall of rain and series of cloudbursts all along the eastern slope of the continental divide. According to reports printed at that time the flood of 1894 was similar in every way to the one early in June.

The previous downpour of rain on the Eastern slope covered a wider area of territory, extending as far south as Abilene, Texas. Heavy cloudbursts were reported at the same time in the Pacific Northwest. Other cities in Colorado heavily hit in this same storm were Boulder, Denver, Manitou, Colorado Springs and Butte.

Approaches to all the bridges over the Arkansas river and Fountain creek were washed away in the flood, and sections of the city were cut off from communication with one another.

The flood of water in Pueblo in the 1874 inundation was at least fifteen feet deep, and remained at high level for more than a week. Much of it had to be pumped away. Many railroad bridges near the city, and particularly between Pueblo and Canon City, were destroyed. The heaviest loser was the Denver & Rio Grande Railroad.

More than 20,000 persons were in distress following the flood, because the supply of food ran low, and it was impossible to repair the railroad bridges for several days. Passengers on railroad trains were marooned between bridges and went several days without food.

The death list in this flood was about thirty. Reports said that the number would have been larger if the inhabitants had not hurried to the hills when warning was given.

Aged Arkansan in "Eternal Triangle." The Grand jury has refused to indict B. M. Brink, eighty-one years old, of Hot Springs, Ark., the offended party in an alleged "love triangle." Brink recently shot George May, forty, for alleged attentiveness to Mrs. Brink, seventy-five. May has since recovered.

## HELP AMERICAN STUDENTS ABROAD

### University Union Plans International Clearing House.

### PAUL VAN DYKE IS DIRECTOR

Facilitates Arrangement of All the Preliminaries Necessary Before an American Student Can Matriculate in Any Foreign University—Many Anxious to Study Abroad—Endowment Fund of \$300,000 is Being Sought by Union.

With the support of more than fifty American universities and colleges and of governmental and educational authorities in Great Britain and on the continent, the American University Union in Europe, established during the war, is making plans to continue its existence permanently as an international clearing house of scholarship and aid.

Prof. Paul Van Dyke of Princeton university, it was announced by Prof. John W. Cunniff, director of the Columbia university school of Journalism, has been appointed director of the continental division of the union to succeed Prof. E. B. Babcock, who will return from Paris in the fall to resume his duties as head of the department of Romance languages at New York university.

Doctor Cunniff, who is secretary of the union's board of trustees, said that Professor Van Dyke would take charge of the Paris office of the union at 1 Rue de Fleurus on September 1.

Heads British Division. Professor Van Dyke's appointment as director was made by the trustees of the union for 1921-1922. The trustees have reappointed Doctor Krans as assistant director at Paris. Dr. G. E. Maclean has been reappointed director of the British division, which has its headquarters at 50 Russell square, London.

Since the armistice, it was said, there has been an increasing desire on the part of the American students to study abroad. The American University union, Doctor Cunniff said, was prepared to aid students abroad in every way, and to be of service to them before they leave this country. American students who wish to enter either British or French universities are urged by the trustees of the union to communicate with either the director of the British division of the continental division, or with Doctor Cunniff at Columbia.

"The American University union," said a statement issued by the board of trustees, of which President H. P. Judson of the University of Chicago is president and John G. Hibben of Princeton, vice chairman, "is one organization whose purpose is the interchange of French and American and British and American students and teachers. The union acts as a sort of educational clearing house for the three countries; through its medium a student learns the relative values of the American credentials and French or English degrees."

It facilitates the arrangement of all the preliminaries necessary before an American student can matriculate in any foreign university. It is concerned not so much with how to get the American student abroad as with what he is to do when he has got there. For this purpose the union has established headquarters in London, Paris and New York, where close contact between the American and the foreign institutions is secured, and the bond between the universities of the United States and those of the European nations is strengthened.

American Students Abroad. The union is more necessary in peace than it was in war, according to the trustees, who say that the American student needs guidance when he reaches the other side. Letters have been received from American professors abroad stating that unless such guidance is at the disposal of the student he is exposed to the danger of being "rudderless in a choppy sea."

The municipal council of Paris has volunteered to give a suitable site for a Maison des Etudiants which shall serve as a permanent home for the union. The offer has been accepted by the union's trustees, and they are now seeking funds with which to erect the building.

The trustees also mean to secure an endowment fund of at least \$300,000 to supplement the income derived from the annual membership fees paid by American universities and colleges for maintenance of the general work of the union. It has planned to obtain the major portion of this amount in gifts of \$10,000, \$25,000 and \$50,000 each.

### Country Has 35,000 Vacant Pulpits.

Approximately 35,000 churches in the United States are without pastors, and only 1,450 ministers will be graduated this year from theological seminaries to fill these places, Rev. Willard D. Brown declared at the annual synod of the Reformed Church of America, meeting in Asbury Park, N. J.

Germany Punished Soldier for Cruelty Charged with criminal acts during the World war, Capt. Mueller, a German officer, was tried in Leipzig, Germany, and sentenced to six months' imprisonment. Mueller practiced cruelty on allied prisoners at a prison camp in the Aisne department of France.