

### PLAN OF PAYING FOR KAY PARK IS REAL PROBLEM

The method of paying for the Kay park site that the city purchased from T. B. Kay about a year ago is proving a knotty problem for the city council.

The question now is whether the money will be paid from proceeds of the city tourist camp ground or whether some other means of financing the purchase shall be developed.

At the council meeting last night the ways and means committee was instructed to meet with the city park board and discuss the matter.

The price the city agreed to pay was \$6000, or \$800 an acre for about 7 1/2 acres.

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### Amended Ordinance to License Taxis Is Killed; City Plans to Fight Case

Another bloody was added last night to the long series of bloody that marks the city's effort to get a license fee from taxicabs and stages operating in Salem.

### BAYES AND PELZ BOUT HELD SURE

Although Harry Plant, match-maker, has been unable to get definite word in regards to matching Phil Bayes, Salem, against Denny Pelz of Portland, he is certain that he will be able to draw up agreements that will be suitable to both parties.


However, the fight will not be staged during state fair week, as formerly planned, said Plant last night.

Pelz's manager wanted Bayes to guarantee to weigh in at 122, a little too much to leave Phil in his best fighting weight, it is thought.

Salem's idol has been deciding whether or not he will be able to make 122 without weakening himself and his decision will be ready within a day or so, although it is thought that he will agree to meet Pelz at this weight.

a member of the committee of the whole not in the chair, moved that it be fixed at \$20. This carried and the committee of the whole reported. When the measure was put on final passage it was defeated with Engstrom, Galloway, Grabenhorst and Patton voting for it and Dancy, Herrick, Johnson, Purvine, Rosebraugh, Simeral and Thompson against it.

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### The Truth About Ford Sales



### 8935 New Ford Cars

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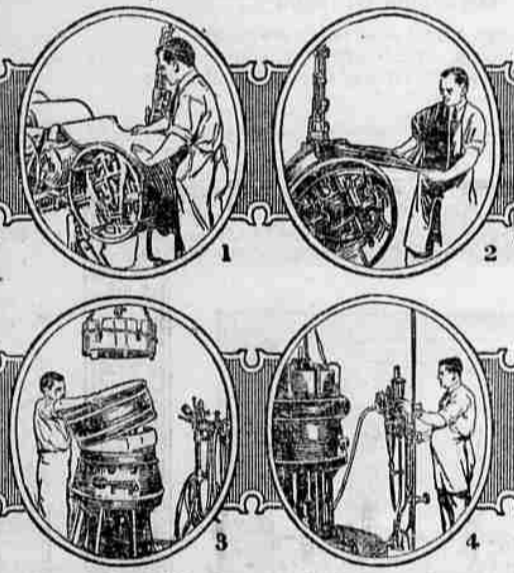


SALEM

OREGON

UNITED STATES TIRES ARE GOOD TIRES

### Answering Some Questions About the Most Advanced Method of Tire Building



Steps in Building a United States Tire by the Flat Band Method

Some facts about the United States Rubber Company's "Flat Band Method" which ensures uniform stretch and tension of every cord in the tire

**Q—What is the "Flat Band Method" of building a tire?**  
A—The tire is built in the form of a flat band upon a drum. The plies of latex-treated web cord are laid and fitted by hand, one above the other. The opposite edges of the band are turned around and securely anchored to "heads" consisting of rings of many strands of piano wire imbedded in hard rubber. The flat band carcass is then brought into shape on a special machine.

**Q—Does this differ from the usual method of building tires?**  
A—Yes. Before the United States Rubber Company developed the Flat Band Method, the usual practice was to use a solid, metal ring-shaped form on which the cord fabric was laid and pressed into place by a rotating wheel coming in contact with the surface of the rubberized fabric.

**Q—What does Flat Band building add to the service of United States Tires?**  
A—It makes the tire uniformly strong throughout. It eliminates the fault often found in the old-style construction, of some cords being too taut while others were loose. In Flat Band building, all the cords are under even tension, and flexibility is uniform. There are no weak spots to develop trouble.

**Q—What company developed the Flat Band Method?**  
A—The Flat Band Method was developed by the United States Rubber Company and is patented and owned by this Company.

United States Rubber Company  
Trade Mark  
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