

PERSONALS

Mrs. Ada Parsons and Miss Grace Lytle are included in the out-of-town shoppers and visitors in the city from their homes in Bonanza. Mrs. Parsons is in charge of the store there, and Miss Lytle is a teacher in the neighboring district.

Mr. and Mrs. Ernest Childers have returned to Klamath Falls after a 10 days' vacation spent at Haddon-by-the-Sea. They visited with Mrs. Childers' parents, Mr. and Mrs. P. F. Patterson, in Roseburg on their return home.

Miss Goldie Lewin, who recently submitted to an operation for appendicitis, is rapidly recovering and will be able to sit up for a short time today, according to her sister, Miss Lena Lewin, who served as a special nurse to her sister.

Miss Myrtle Collier of the county clerk's office, is confined to her home with a severe attack of cold.

Mr. and Mrs. Jack Beal have moved into their new home, 1930 Huron street, which they have recently purchased. They were domiciled there last evening.

Mr. and Mrs. Chester DeLap and children Dallas and Nondis have returned to Klamath Falls from Diamond Lake where they have spent the past week on a vacation.

Carl G. Kruger of Chillogwin is among the business visitors in Klamath Falls this week from the neighboring city on the reservation.

Miss Mildred D. Shiplet of Bonanza was in the city for a few hours yesterday afternoon transacting business in the court house.

W. E. Simpson of Eagle Point was in on business yesterday to visit and shop with friends.

Mrs. Curtis Heidrich was visiting with friends in Klamath Falls yesterday afternoon from her home in Chillogwin. According to Mrs. Heidrich, her husband, who is connected with the Klamath Supply company in Chillogwin, is improving over his condition of the past month.

Mrs. George Watt and her mother, Mrs. McCoult, are visiting in Klamath from San Francisco. They are guests at Mrs. Watt's sister's home, Mrs. W. E. Lamm of Modoc Point. W. E. Lamm met the visitors in Ashland Saturday and returned to Klamath with them for a two weeks' visit.

Mr. and Mrs. Charleton Currin and sons Richard and Robert have returned to Klamath Falls after a week's vacation spent in southern Oregon fishing. Currin reports a particularly interesting time camping on the banks of the Deschutes River.

Miss Ruth Burcham of St. Helen's Oregon, is the house guest of Miss Katherine Ulrich. Both are prominent students on the University of Oregon campus. Miss Ulrich and her guests with brothers Armond and Roland Ulrich, motored to Spring Creek Sunday for a picnic. The four will spend the remainder of the week at Rocky Point, where the Ulrichs have a summer cottage.

Mr. and Mrs. Cox and Mr. and Mrs. Felix Andrienne spent Sunday enjoying a picnic at Crater Lake. Both Cox and Andrienne are employed at Pilcher's store.

Mr. and Mrs. Roy Hickman and a party of friends enjoyed Sunday at Crater Lake where they reported a number of Klamath Falls visitors and many tourists.

Mrs. Ray Taylor of Fort Klamath was visiting in the city for a few hours yesterday afternoon. Mrs. Taylor is owner of the Fort Klamath hotel.

Mr. and Mrs. Joe Fuller are among the out-of-town visitors in Klamath Falls during the past week-end. Fuller is a prominent resident of Lakeview where he is interested in the transfer business.

R. C. Finlayson was in Klamath Falls yesterday afternoon representing Belding Brothers and Co. Finlayson has recently returned from a seven weeks' trip to Honolulu where he says conditions are excellent.

Mrs. W. W. Dawley has returned from a week's visit to Lakeview where she was the house guest of Mr. and Mrs. Harold Monroe, formerly of Klamath Falls. The Monroes are now in Lakeview where Monroe was transferred by the Shell Oil company.

Mr. and Mrs. John Schubert spent Sunday at Wul-ke swimming. There were many Klamath Falls residents there to enjoy a swim in the lake.

Fred Clingling left Saturday evening for Klamath Falls where he will spend a ten days' vacation.—Springfield, Ore., News.

Mr. and Mrs. J. H. Lane returned Sunday afternoon after an

absence of three weeks. They drove from Klamath Falls to Eugene and Corvallis, bringing the boys home with them. They are planning to leave here in about two weeks, and are offering their stock and household goods for sale. They have bought an improved five-acre tract at Corvallis and expect to make that their future home.—Silver Lake, Ore., Leader.

Mr. and Mrs. Lee Parker of Klamath Falls spent yesterday in Medford visiting Mr. Parker's mother, Mrs. O. O. Parker, and last evening in Ashland visiting Mrs. A. L. Harvey.—Ashland Daily Tidings.

Pat Patience and family will go to Klamath tomorrow and will leave from there Wednesday for their home in Oakland. Mr. Patience is district field superintendent of the Western Auto Supply Co. of the Oakland district.—Ashland Daily Tidings.

Mrs. Brown, Mrs. Isabell Lennon and daughter, Betty, and Mrs. J. O. Lennon and Mr. Collins left last evening, driving to Klamath Falls to spend the week there.—Coos Bay Times.

Mr. and Mrs. Byron Hardenbrook, Miss Dorothy Teed and Freeland Staley are included in the Klamath Falls residents who spent the past week-end fishing at Diamond Lake.

Miss Mae Mordoff, daughter of Mr. and Mrs. Myron Mordoff, returned Sunday afternoon from San Francisco and Los Angeles, where she has been for the past fortnight. Miss Mordoff attended the national convention of Delta Zeta.

Mr. and Mrs. E. O. Sha, Mr. and Mrs. Willard Smith and son Thornton, spent Sunday fishing at Williamson river. They reported the fish biting well and their luck excellent.

Mr. and Mrs. W. O. Smith, Miss Aileen Mordoff, and Miss Margaret Hargus have returned to Klamath Falls after visiting for the past week-end at the Smith cabin at Lake of the Woods.

Mr. and Mrs. J. A. Gordon, Mrs. Perry Wilson, Miss Ruth Lindsey and Miss Hope Gordon spent the past week-end at the Gordon summer home at Lake of the Woods.

Mr. and Mrs. R. E. Stinson are among the Klamath Falls residents to enjoy Sunday fishing on the banks of Williamson river.

Miss Lucille Simmons of Lakeview, student at Oregon Agricultural college, is visiting in Klamath Falls for a week with Miss Faye Gordon and Miss Alice Hansen.

Mrs. Goldie Miller has returned to Klamath Falls after enjoying her vacation in southern California, where she visited with Mr. and Mrs. Leo Houston of San Jose. Mrs. Miller will have charge of the ready-to-wear department of Moe's store. Miss Agnes Gallagher resigned Saturday evening.

Mr. and Mrs. Albert May and Mr. and Mrs. J. R. Ringhouse spent Sunday at Crater Lake, where they said numerous Klamath Falls cars were parked.

Mr. and Mrs. James A. Perry, Miss Elva Jensen and Kenneth Perry returned Sunday night from a trip to the valley, where they motored to meet Miss Jean Perry, who returned on the Shasta Limited from San Francisco.

OBITUARY

CARL VICTOR ANDREAN

Carl Victor Andrean died suddenly Sunday evening, aged 40 years, he is survived by his wife, Mrs. Della Andrean, and was stepfather to four children, Jesse, Eva, Viola and Beulah. Remains are at the Earl Whitlock funeral home, Pine avenue at Sixth, announcement of funeral will be made later.

NINNIE WARE

Mrs. Minnie Ware passed away at her home, 1503 Garden avenue, last evening at 10:20 o'clock following an illness of several months. She is survived by her husband, Wallace W. Ware, four daughters, Mrs. C. E. Stowe, Mrs. Arthur Nooner, Mrs. John Davis and Mrs. R. H. Cochran, and one son, T. J. Craig, all of Klamath Falls. The remains are at the Earl Whitlock Funeral Home, Pine avenue at Sixth. Announcement of funeral will be made later.

Your suit steam pressed, 75c. Free calls and deliveries, Sixth St. Cleaners, 224 So. 6th St. Phone 49-3.

DES MOINES, Ia., July 17.—(United News)—Gastritis saved Sheriff Park A. Findley from contempt of court proceedings. Under imperative court orders to be in two places at the same time, the sheriff developed a convenient stomach ache through which he secured a medical certificate to excuse him legally from keeping either appointment.

Legal Notices

RESOLUTION OF INTENTION

CALIFORNIA AVENUE, DELTA STREET AND SISKIYOU STREET.

The City Engineer, pursuant to resolution of the Common Council heretofore adopted, having on the 9th day of July, 1926, filed plans, specifications and estimates of the cost of improving California avenue from the easterly line of Conger avenue to the northerly line of Delta street; Delta street from the easterly line of California avenue to the easterly line of Siskiyou street; and Siskiyou street from the northerly line of Delta street to the southerly curb line of Oregon avenue, including a proper temporary connection with the existing roadway on Oregon avenue, to be known as Improvement Unit Number 53, and the council having taken same under advisement and finding said plans, specifications and estimates satisfactory:

BE IT HEREBY RESOLVED that said plans, specifications and estimates for the improvement of the said portions of said streets, being the specifications and estimates attached to the plans and estimates filed herein on July 9th, 1926, be and the same are hereby approved; and

BE IT FURTHER RESOLVED that the Common Council hereby declares its intention to improve said portions of said streets in accordance with said plans, specifications and estimates. Said improvement to consist of paving said portions of said streets with (a) Warrentine Bitulithic pavement, 1 1/2" top on 3 1/2" bituminous concrete base, or type "C" Portland cement concrete or type "C" Vibrolithic or asphaltic concrete, 1 1/2" binder or (b) Warrentine Bitulithic pavement, 2" top on 4" bituminous concrete base, or type "A" Portland cement concrete, or type "A" Vibrolithic or asphaltic concrete, 2" top, 1" binder on 4" asphaltic concrete base; or (c) Warrentine Bitulithic pavement, 2" top on 4" crushed rock base, or asphaltic concrete, 2" top, 1" binder on 4" crushed rock base, at an estimated cost, including cement curbs on gutters, cement sidewalk and paving of some type all to the extent hereinafter defined, at an estimated cost, for (a) Warrentine Bitulithic pavement, 1 1/2" top on 3 1/2" bituminous concrete base, or type "C" Portland cement concrete or type "C" Vibrolithic or asphaltic concrete, 1 1/2" binder on 3 1/2" asphaltic concrete base of \$93,818.97; for (b) Warrentine Bitulithic pavement, 2" top on 4" bituminous concrete base, or type "A" Portland cement concrete, or type "A" Vibrolithic or asphaltic concrete, 2" top, 1" binder on 4" asphaltic concrete base, of \$99,262.62; or, for (c) Warrentine Bitulithic pavement, 2" top on 4" crushed rock base, or asphaltic concrete, 2" top, 1" binder on 4" crushed rock base, of \$99,228.77; said estimates to include in either event, engineering, supervision, advertising, clerical assistance and unforeseen contingencies; said improvement of said portions of said streets to be as follows: California avenue is to have two 16-foot roadways, separated by a central parking strip except at intersections, which are to be paved full width, but as a part of this improvement, the two roadways shall be graded and paved only for the portion from Conger avenue to Third street, and on the portion north of Third street, only the western portion is to be graded, enclosed with curbs and paved, except at intersections; cement sidewalks, five feet wide are to be built on each side of California avenue from Conger avenue to Third street, but no cement walk is to be built north of Third street; Delta street and Siskiyou street are to be graded full width and improved with cement curb and gutter and a paved roadway 26 feet wide in the middle of the street, but no cement sidewalks are to be built; portions of a sanitary sewer system are to be put in as a part of this improvement, to the extent necessary to complete the plans coming in the areas to be paved, to avoid future cutting of the pavement. Provisions for storm sewer pipes and catch basins is made at the necessary points, to insure drainage of line streets. This includes a discharge sewer leading from the intersection of California avenue and Conger avenue to Link River, all in accordance with the said plans, specifications and estimates filed July 9th, 1926; and

BE IT FURTHER RESOLVED BY THE COMMON COUNCIL that the property hereinafter described be and hereby is declared to be benefited by said improvement, to-wit:

Lots 1 to 19, inc., block 103; all of blocks 102, 109, 98, 97, 96, 94, 93, 99, 89 and 86, Buena Vista Addition to Klamath Falls, Oregon; lots 1 to 4, inc., block 11; lots 4 and 5, block 12, and lots 1 and 2, block 10, in First Addition to Klamath Falls, Oregon; all of blocks 59, 60, 61, 62 and 63 in Buena Vista Addition to Klamath Falls, Oregon; lots 7 to 17, inc., block 84; all of block 85; lots 2, 3, 6, 7, 8 and 9, block 116; all of blocks 115, 114, 113, 112, 110, 109, 107, 106, 105 and 104, of said Buena Vista Addition to Klamath Falls, Oregon; and also all of the following described property: the property lying southerly and westerly from lot 4 of said block 104, Buena Vista Addition, and easterly from a line drawn from the southwest corner of lot 3, block 104, southwesterly to the most southerly point or corner of block 151 of said Buena Vista Addition; thence southerly to the center line of Conger avenue with California avenue; thence northerly to the most southerly point or corner of said block 104, said Buena Vista Addition to Klamath Falls, Oregon. The property benefited is all of the property embraced within the following boundaries: Beginning at the center of the intersection of California avenue and Conger avenue in the City of Klamath Falls, Oregon; thence southerly to the most southerly point or corner of lot 19, block 103 of Buena Vista Addition; thence easterly between lots 19 and 11 of said block 103 to the southeast corner of lot 9 of said block 103; thence northerly along the easterly border of blocks 103 and 102 to the center of the intersection of McKinley street and Second street; thence northerly along Second street to the center of the intersection of Roosevelt street and Second street; thence northerly along the intersection of Roosevelt street with Fourth street; thence northerly along the center line of Fourth street to a point in the center of said street which would be intersected by a line running midway between lots 1 and 5 on the one hand, and lots 6, 7 and 8 on the other, of block 12, First Addition to Klamath Falls, Oregon, extended to the center of said Fourth street; thence northerly between lots 4 and 5 on the one hand, and lots 6 and 7 on the other of block 12, First Addition, to the center of the alley between said lots 4 and 7, which would be intersected by a line dividing lots 3, 4 and 5 on the one hand and lots 7 and 8 on the other, of block 12, First Addition; thence northerly between lots 3 and 4, block 12 of First Addition, extended to the center of Mt. Whitney street; thence northerly along the center line of Mt. Whitney street to the center of the intersection of Mt. Whitney street and Fifth street; thence northerly to the end of Fifth street; thence northerly between block 97 of Buena Vista Addition and block 9 of First Addition to the center of the intersection of Doty and Fulton streets; thence northerly between block 96, Buena Vista Addition and block 3, First Addition, to the center of the intersection of Cook and Siskiyou streets; thence northerly along the center line of Siskiyou street to the center of the intersection of Siskiyou street and Delta street; thence northerly to the southerly corner of lot 5, block 87, Buena Vista Addition; thence northerly between lots 1 and 5 on the one hand and lot 6 on the other of block 87, Buena Vista Addition, to the southerly corner of lot 11, block 61, Buena Vista Addition; thence easterly to the center of the intersection of Modoc and St. Francis streets; thence northerly along the center line of Modoc street to the center of the intersection of Modoc street and Oregon avenue; thence westerly along the center line of Oregon avenue to the center of the intersection of Oregon avenue and Tunnel street; thence southerly along the center line of Tunnel street to its intersection with the United States government main "A" canal right of way; thence southerly along the northerly boundary of the said canal right of way to the most easterly point or corner of the said canal right of way in lot 7, block 60, Buena Vista Addition; thence southerly to the most easterly point or corner of lot 3, block 83, Buena Vista Addition; thence southerly to the center line of Addison street; thence southerly along the center line of Addison street to the intersection of said center line with the alley running southerly and northerly between lots 1 to 6 on the one hand and lots 7 and 8 on the other, of block 84, Buena Vista Addition; thence southerly to the center of the intersection of St. Francis street and California avenue; thence southerly along the center line of California avenue to the center of said avenue which would be intersected by the line dividing lots 9 and 10, block 116, Buena Vista Addition, extended to the center of said street; thence southerly between lots 10, 5, 4 and 1 on the one hand and lots 9, 6, 3 and 2 on the other hand of block 116, Buena Vista Addition, extended to the center line of Contra Loma street; thence southerly along the center line of Contra Loma street to the center of its intersection with Donald street; thence westerly to the center of the intersection of Donald street and Bown street; thence

ing southerly and westerly from lot 4 of said block 104, Buena Vista Addition, and easterly from a line drawn from the southwest corner of lot 3, block 104, southwesterly to the most southerly point or corner of block 151 of said Buena Vista Addition; thence southerly to the center line of Conger avenue with California avenue; thence northerly to the most southerly point or corner of said block 104, said Buena Vista Addition to Klamath Falls, Oregon. The property benefited is all of the property embraced within the following boundaries:

Beginning at the center of the intersection of California avenue and Conger avenue in the City of Klamath Falls, Oregon; thence southerly to the most southerly point or corner of lot 19, block 103 of Buena Vista Addition; thence easterly between lots 19 and 11 of said block 103 to the southeast corner of lot 9 of said block 103; thence northerly along the easterly border of blocks 103 and 102 to the center of the intersection of McKinley street and Second street; thence northerly along Second street to the center of the intersection of Roosevelt street and Second street; thence northerly along the intersection of Roosevelt street with Fourth street; thence northerly along the center line of Fourth street to a point in the center of said street which would be intersected by a line running midway between lots 1 and 5 on the one hand, and lots 6, 7 and 8 on the other, of block 12, First Addition to Klamath Falls, Oregon, extended to the center of said Fourth street; thence northerly between lots 4 and 5 on the one hand, and lots 6 and 7 on the other of block 12, First Addition, to the center of the alley between said lots 4 and 7, which would be intersected by a line dividing lots 3, 4 and 5 on the one hand and lots 7 and 8 on the other, of block 12, First Addition; thence northerly between lots 3 and 4, block 12 of First Addition, extended to the center of Mt. Whitney street; thence northerly along the center line of Mt. Whitney street to the center of the intersection of Mt. Whitney street and Fifth street; thence northerly to the end of Fifth street; thence northerly between block 97 of Buena Vista Addition and block 9 of First Addition to the center of the intersection of Doty and Fulton streets; thence northerly between block 96, Buena Vista Addition and block 3, First Addition, to the center of the intersection of Cook and Siskiyou streets; thence northerly along the center line of Siskiyou street to the center of the intersection of Siskiyou street and Delta street; thence northerly to the southerly corner of lot 5, block 87, Buena Vista Addition; thence northerly between lots 1 and 5 on the one hand and lot 6 on the other of block 87, Buena Vista Addition, to the southerly corner of lot 11, block 61, Buena Vista Addition; thence easterly to the center of the intersection of Modoc and St. Francis streets; thence northerly along the center line of Modoc street to the center of the intersection of Modoc street and Oregon avenue; thence westerly along the center line of Oregon avenue to the center of the intersection of Oregon avenue and Tunnel street; thence southerly along the center line of Tunnel street to its intersection with the United States government main "A" canal right of way; thence southerly along the northerly boundary of the said canal right of way to the most easterly point or corner of the said canal right of way in lot 7, block 60, Buena Vista Addition; thence southerly to the most easterly point or corner of lot 3, block 83, Buena Vista Addition; thence southerly to the center line of Addison street; thence southerly along the center line of Addison street to the intersection of said center line with the alley running southerly and northerly between lots 1 to 6 on the one hand and lots 7 and 8 on the other, of block 84, Buena Vista Addition; thence southerly to the center of the intersection of St. Francis street and California avenue; thence southerly along the center line of California avenue to the center of said avenue which would be intersected by the line dividing lots 9 and 10, block 116, Buena Vista Addition, extended to the center of said street; thence southerly between lots 10, 5, 4 and 1 on the one hand and lots 9, 6, 3 and 2 on the other hand of block 116, Buena Vista Addition, extended to the center line of Contra Loma street; thence southerly along the center line of Contra Loma street to the center of its intersection with Donald street; thence westerly to the center of the intersection of Donald street and Bown street; thence

southeasterly along the center line of said Bown street to the center of the intersection of Bown street and Mt. Whitney street; thence southeasterly along the center line of Mt. Whitney street to the center of the intersection of Mt. Whitney, Gold and Stanford streets; thence southerly along the center line of Stanford street to the place where the said street ends at lot 12, block 151 of Buena Vista Addition, being at the southeast corner of lot 11, of said block; thence easterly to the most easterly point or corner of lot 12 of said block 151; thence southerly along the easterly border of said lot 12, block 151, to its most southerly point or corner; thence south to the center line of Conger avenue; thence southeasterly to the place of beginning; and that said property above described be and hereby is declared to be benefited and assessed for the expense of said improvement; and

BE IT FURTHER RESOLVED that Monday, the 16th day of August, 1926, at the hour of 8 o'clock p. m., at the Council Chambers in the City Hall of Klamath Falls, Oregon, be fixed as the time and place for the hearing of objections and remonstrances against said proposed improvement; and

The Police Judge be and hereby is directed to cause notice of said hearing to be published as by charter provided.

State of Oregon,
County of Klamath,
City of Klamath Falls, ss.

I, Lem L. Gaghagen, Police Judge of the City of Klamath Falls, Oregon, hereby certify that the foregoing is a duly enrolled copy of a resolution, and it is the resolution, adopted by the Common Council at its adjourned regular meeting held on Thursday, the 15th day of July, 1926.

LEM L. GAGHAGEN,
Jly 20-30 Inc. Police Judge.

Ferryboat Melrose Hit by Fireboat

OAKLAND, July 19.—(United News)—One hundred passengers were rescued from the Southern Pacific ferryboat Melrose this evening after the craft had been rammed by the company's fireboat Ajax. The Melrose later sank on the estuary mudflats. With her engines helpless the Melrose was drifting helplessly when the Ajax put out to her assistance. The fireboat instead of aiding up to the ferry, suddenly swept the craft amidships. Passengers were taken ashore on a barge before the Melrose sank.

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UNITED STATES TIRES ARE GOOD TIRES



Latex-treated Web Cord

Invention of the United States Rubber Company technicians. The cords are laid parallel without tie-threads, and soaked in virgin rubber latex, which forms an elastic web through and through and between the cords. Important because it gives the cord structure maximum strength and maximum flexibility.

Answering Some Further Questions about Latex-treated Web Cord

NOTE—So great an interest has been shown in this new construction because of the service given by United States Royal Cord Tires on passenger cars and buses that a suggested explanation of this patented process has been suggested.

- Q—Is treating cords with Latex entirely new in tire building?**
A—Yes. Until this process was developed by the United States Rubber Company, the use of Latex before it had been coagulated into crude rubber had never been used in tire building.
- Q—Is the process patented?**
A—Yes. The process is patented and owned by this Company.
- Q—What are its advantages?**
A—The tire engineer's ideal is a tire thin and flexible as a soap bubble and strong as steel. The more you can add to a tire's strength without increasing its weight the better.
- Q—Is it possible to make the cord structure of a tire too heavy?**
A—Yes. Just as a cable made of many strands of fine and highly tempered wire can be stronger than a heavier iron bar, so the cord structure of a tire can be made strong, yet light and flexible, through this process.
- Q—How does treating cords in Latex give additional strength?**
A—Latex is virgin rubber just as it comes from the tree. There are no chemicals in Latex to destroy the natural oils in the cotton or to weaken the cord fibre.
- Each cord in a United States Tire is run through a tank of Latex by means of the machine shown in the illustration above. The cords are then laid side by side and drawn up over heated rollers which evaporate the water in the Latex, producing a rubberized fabric of cotton cords and pure rubber.
- Each cord is impregnated and surrounded by rubber, and attached to its neighboring cord with an elastic rubber web.
- Q—Are there any other advantages?**
A—Yes. In the old cord fabric, the main strands in the cord structure were tied to each other with fine threads. Latex-treated Web Cord has none of these cross-tie threads and this source of internal friction is therefore eliminated. By looking inside of a Royal Cord Tire and comparing it with tires made of the old cord fabric you will see that the Royal Cord has a much smoother and even appearance.

United States Rubber Company

ROYAL CORD BALLOON

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