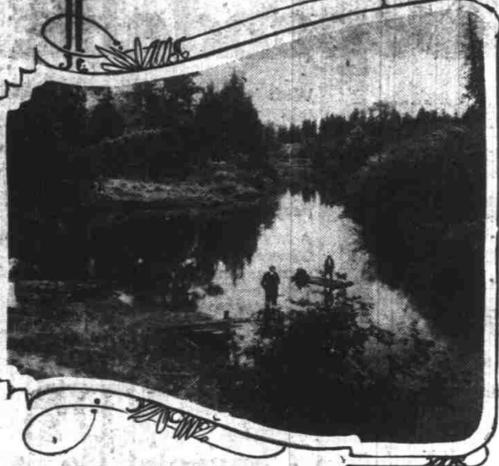


Park Attracts Salem Motorists



Among the many Marion county outing resorts located in the valley, to which Salem people flock on week-ends is River Bend Park, for family recreation, at Aurora, twenty-five miles drive north on the Pacific highway midway between the capital and the metropolis.

Boating and swimming in addition to camping and picnicking, and resting are the parks main attractions. Pudding river, flowing through the valley as it does for such a distance, is warmed by Old Sol's rays. No cities above it empty their sewers into it and prevent its desirability for swimming. A deep and shallow swimming hole, has been developed with equipment such as diving boards, chutes and rafts together with modern bath houses and showers by the owner, Dr. W. E. Hempstead.

As many Salem motorists know Pudding river derived its name from two French trappers and their wives who in 1821 camped on its banks and lived for weeks on pudding made from elk's blood. Instead of ox-carts, people now camping on its banks, on Sundays, especially, travel in flivvers.

Rating of first class was given River Bend Park when licensed by the state board of health. This was largely due to the pure drinking water coming from a 195 foot artesian well on the grounds from which Aurora obtains its supply. Tourists as well as picnic parties are thus assured of comfort, pleasure, and sanitary conditions.

The park's charm is enhanced

by many fine cedar trees now remaining in all their beauty from the original stand. It extends on both sides of the river which separates Marion from Clackamas county. It is one of Oregon's Willamette valley beauty spots that is appealing to a number of people tired of the week's grind in the city.

Tables, stoves, and sanitary facilities are sufficient to accommodate a crowd as large as a thousand or more. The supervision of the resort, which was only started last year late in the summer, rests with Jack Hempstead, junior in the University of Oregon who addressed the service clubs of Salem this week in behalf of the Semi-Centennial celebration next fall.

Because of its central location,

OVERLAND WHIPPET BEING SHOWN HERE

way a motor car of size. I should effectively end the prospects of any European invasion of the American market with light cars.

Men familiar with the European market say that it will be a serious rival to all of the European light car production and the factory has already laid elaborate plans through the Willys-Overland Crossley Co., of Manchester, England, to go after the European trade in a huge way.

It has already been viewed by men prominent in Australian and Oriental motor car markets and has been hailed as the greatest car ever developed for these countries.

But it differs equally much from all established American manufacturing in the way it is built.

Its very constructional differences should constitute the basis for its first general acceptance for it has the distinction of being different. The lowness of the body is increasingly attractive as the car is studied, especially after the car has been ridden in over rough roads or through traffic. This traffic driving feature is one of great interest for the Whippet threads through the traffic maze of the most congested streets with an ease that is surprising.

And it parks with the most astonishing ease, requiring hardly more than a thin dime's worth of room to back up against the curb.

Certainly its performance will find ready recognition for it will be a new experience to the average light car owner to be able to drive at 60 miles an hour with a feeling of perfect security and to step away in traffic at the acceleration rate which has been demonstrated as a quality of the Whippet.

If the claims of the engineers to from 28 to 30 miles from a gallon of fuel in average driving, are borne out in the hands of owners, this Whippet will reduce the gasoline consumption in the light car field from 40 to 50 per cent and will serve the owner with that much more general satisfaction. There should be no reason to expect other than this high mileage from the fuel for it is being ordinarily obtained from European motors of similar design and the motor in the Whippet has measured up to every other standard

of European construction.

For months many of the most expert minds of the country have been heralding something new and totally different in motor car construction. Geologists have argued that it would be necessary to develop 20 miles to the gallon cars if we were to be able to continue to use automobiles on account of the serious drains on our gasoline production. Traffic experts have argued that lighter cars, less bulky, faster on their feet and parking in less room, were necessary if we were to continue to have the use of our city streets for driving. Car owners have looked to a

relief from slow moving on the highways where the traffic lines string out for miles on Sundays.

This Overland Whippet, according to its performance standards, should be able to meet all of these requirements.

It is not to be unexpected that it will be the type of car that will soon be generally seen in our busiest streets for owners of larger cars will want something along the Whippet lines for two driving. It is not unlikely to look for it to make heavy inroads in other light car sales fields for it has the performance ability that light car owners have been looking for. It

should prove a welcome car at country clubs for it has the snap and verve that the average patron of such clubs wants.

Good style in everything else has been marked by greater snap, less material, and more economy of space—shorter skirts, bobbed hair, bungalow type homes—why not the Whippet as the new fashion mold of the American-built car.

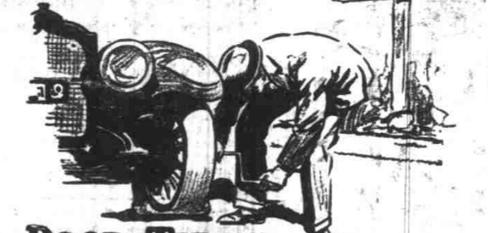
Capital Bargain House, Capital Tire Mfg. Co., Mike's Auto Wrecking, Three in one. Bargain center of Salem. Thousands of bargains. H. Steinbock, 215 Center. (*)

accessibility, and accommodations Salem organizations such as the Kiwanis club and lodges such as the White Shrine are combining in get together picnics with their similar orders in Portland at River Bend Park.

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DON'T FLIRT WITH WET RUBBER

Did you ever place dependance on your rubber heels when walking along a rain swept sidewalk, only to be shocked and perhaps bumped by their inability to grip the cement? That proves that rubber must be dry to cling. Once rubbed has become wet it is much more slippery than oily metal.

This simple little fact should mean much to motorists, for by it we see that it isn't wet pavements but wet rubber tires that skid automobiles. Steel tires wouldn't skid because neither wet steel nor wet concrete is slippery. But automobiles skid in rainy weather because wet rubber is slippery.

All of which points to the necessity for non-skid chains whenever the tires are damp or wet. Only the presence of steel cross links will effectively stop skidding. And if all accidents from skidding should suddenly and completely be eliminated, motor fatalities and injuries would be reduced one-third. Such is the effect of slippery wet rubber—and the importance of non-skid chains.

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Harrisburg—Clint Morphy has Royal Anne cherry tree that has paid \$45 this year.