

Silver Creek Falls Holds a Gripping Charm For Auto Picnickers; Roads Smooth

By "Peggy."

Combining as it does a delightful ride over fair roads, beautiful scenery and ideal picnic spots, there are few places in the neighborhood of Salem offering the charm and advantage to motorists that can be had only at Silver Creek Falls. We found the trip a real treat.

Eight o'clock was the time we set out for the falls and eight-thirty found us well out of town on the dry roads that lead through the Waldo Hills and to our destination 30 miles away.

Early morning was just the time to start, we found, for not many motorists were traveling and we had the road to ourselves and undisturbed our own dust.

Although, having heard conflicting reports of the condition of the roads, we found that they were not at all bad, even where repairing had started. This allowed us to make excellent time out through the hills but not such fast time that we couldn't pause occasionally to get glimpses or whole views of delightful scenes.

And what could be more fun than playing hide-and-seek with a town and sometimes with several towns at once. The way winds along over and around hills, now hiding pretty little villages and again disclosing them in the distance, quite surrounded with woods and pines, the traveler alone, being permitted to look down upon their exclusiveness. One thing, be sure not to miss, as you spin through the Waldo Hills some perky young fruit trees actually outline lacy scallops along the crest of one of the numerous elevations. We glimpsed this first about a half mile ahead of us on the left. The best view, though, which is more than pretty—it is magnificent—is the outlook across the Willamette Valley after the car has reached practically the highest point along the route.

Set snugly along the river the valley suggests many things, principally among these is richness and prosperity. The soft purple haze spreading over it lends an air of mystery, challenging an observer to guess what fame the valley will some day achieve.

But the trout of the day was yet in store. After winding vaguely around we finally started on the last long descent before reaching the popular picnic grounds just below which is the lower falls.

However, below this is another fall the base more inaccessible but quite worth while after plambering down the steep embankment on the right side of the drop. One needs sturdy clothes for these climbs, also strong shoes, for the descent calls for some skill in maintaining an equilibrium. After scrambling back to the upper level, we went up the road farther to a second camping ground by the "bridge." Hot coffee and weinies made over a camp fire along with other substantial edibles encouraged us to explore yet farther up the stream. A well trodden path, we found lead to a third fall which is even more beautiful than the others and comes out in kodak pictures the best of any of the four water-falls we visited at this time.

The fourth fall, which I haven't mentioned yet is between the bridge and what is called the lower fall. The descent is more steep, shorter and more rugged, consequently easier to get down, because of better foothold. The water in dropping over the cliff strikes an enormous boulder causing a beautiful spray, which is cooling after the hard climb. At any position we could see the colors of the spectrum radiating from the foamy spray. The strenuousness of the day called for an early supper and an early start home but we were glad enough to be returning again even though the trip had been well-nigh perfect.

CONDITION OF WESTERN OREGON ROADS

Willamette.
 The road is open between Eugene and Rigdon for cars and across the summit for wagons. In fair condition.

McKenzie Highway.
 Open between Eugene and Summit. In good condition to Blue river, and fair from Blue river to summit. Cars can now get over the pass, but road is not in the best of condition.

Medford-Klamath Falls.
 This road is open entire length and in fair condition. Cars can now get to Crater Lake.

Crescent City-Gold Beach.
 Open and in good condition, Crescent City to Brookings. Still a little rough between Brookings and Gold Beach.

Grants Pass-Crescent City.
 Open entire length and in good condition.

Santiam Wagon Road.
 Open between Foster and the summit of the Cascades, and in fair condition. Several wagons have made passage over this route. No automobiles are reported as crossing the summit.

Waldport-Aleas.
 Open entire route and in passable condition for summer travel. The road south from Waldport via Yahuts and Camp Perpetua to Ten Mile creek is open and in permanent summer condition.

Ayza Creek.
 Open and in fair condition.

Eugene-Florence.
 Open entire route for summer travel, but in poor condition. In many places the road bed is rough and narrow, with many sharp turns, and is only for experienced drivers.

Riddle-Tiller.
 Open and in good condition for entire length. A Douglas coney crew is cutting down some of the worst grades between Canyonville and Tiller.

Cottage Grove-Distont.
 Open and in good condition between Cottage Grove and the Funston ranch. Closed to autos between this point and Bohemia. No detours possible. Wagons can get over this road.

Pacific Highway.
 Open and in excellent condition except where construction is in progress between Medford and Riddle. Paving is going on between Grants Pass and Rogue River, making a detour over a rough road on the north side of the river necessary.

Three Rivers.
 Open between Willamina and Tillamook. Very rough for six miles through the Grande Ronde Indian reservation, where it is practically impassable for several days after heavy rains. Construction work is in progress through Grande Ronde and between Delph and Hebo. Detour down Little Nestucca.

Bar-Don-Gold Beach.
 Open and passable for light cars entire length.

Sparta-East Eagle.
 Open and in permanent summer condition for entire route.

Mitchell-Dayville.
 Open and in good condition for auto travel, entire length. Should remain as until heavy fall rains set in.

Paulina-Burns via Bear Valley.
 Open and in fair condition for entire length.

Paulina-Burns via Flia.
 Open entire length, with the exception of a rough section between Grindstone creek and Buck mountain, is in fair condition.

Fiera-Enterprise.
 Open and in good condition for entire length. Construction work is going on but traffic is not delayed.

Other eastern Oregon roads which are open and in permanent summer condition are Enterprise-Chico, Enterprise-Lanusha, Willows-Prineville, Willows-Powwaka, Baker-Cornucopia, Baker-Prineville, Prineville-Paulina, Pendleton-La Grande, and all roads in the vicinity of Fremont National Forest.

Reports from Albany are to the effect that spring wheat is filling rapidly and there will be the best yield experienced in many years.

Millionaire's Value at a Popular Price



Will be on Display in our Show Rooms July 24

See this newest creation with the AERO Motor. Most wonderful value on the market today. The man who owns one knows.

Mechanical Information

The power plant is obviously the most vital unit in the mechanical make-up of any motor car. Every part contributing to the performance of an automobile is dependent upon the ability of the engine to deliver power efficiently as needed.

Here, then, is where the Elgin Six makes its first claim to distinction. Its powerful valve-in-head motor has demonstrated its superiority by years of active service in all parts of the country. The Elgin Six was among the first to adopt the valve-in-head motor. Exhaustive tests have proven that it is the liveliest and most efficient type of motor constructed. This fact has been definitely verified in many ways. The famous Liberty airplane motor, developed by the country's foremost auto-motive engineers, is of valve-in-head construction, as are all types of airplane engines built for the United States government and her allies.

Builders of the higher priced cars are adopting the valve-in-head motor, which is also being used more extensively by European manufacturers. Valve-in-head construction is better because it is lighter in weight, has less surface to be cooled, and delivers more power per square inch of piston area than either the "L" or "T" head type.

With its enlarged bore and removable cylinder head, the New Elgin Six motor is noted for its remarkable power and flexibility as well as for accessibility and compactness. It is equipped with the well known Stromberg carburetor which is attached directly to the cylinder casting, with a hot air connection to exhaust manifold. The oiling system combines circulating splash with pressure feed direct to all main bearings, which insures positive and efficient lubrication at all times.

Thermo-syphon water circulation, with the V-shaped cellular radiator and large jacket spaces around cylinders prevents the motor from overheating even when running continuously at high speed.

Simplicity is the keynote of the Elgin starting, lighting and ignition systems. The dependable Wagner two-unit electric system is supplied with current by a large Willard storage battery located under front seat.

The surprisingly smooth engagement of the Borg & Beck dry plate clutch enables the car to be started without a jerk or quiver. A very light pressure is required to disengage the clutch and gear shifting is silent and easy.

Transmission gears are made of high grade heat

treated steel. The shifting lever has a ball handle and is moved by a simple rocking motion. Provision is made on the transmission case for attaching a Kellogg tire pump.

The speedometer is driven by a worm gear enclosed in rear end of transmission case.

The rear axle is three-quarter floating with pressed steel housing which carries wheel bearings and supports weight of car. A large cover plate in the rear permits the ring gear and differential to be easily removed.

The heavy service differential is of the four pinion type, with bevel gears of heat treated carbon steel, held in place by an improved method of mounting.

Brakes operate on large diameter rear hub drums. Brake bands are easily adjustable for wear, and are prevented from dragging by locating brackets and return springs.

The front axle is heat treated drop forging of "I" section, with Timken roller bearings in hubs.

Front springs are semi-elliptic, double heat treated, with seven leaves. All spring bolts are equipped with large oil cups which are easily filled with a squirt can.

The full cantilever rear spring suspension, of special Elgin design, has won unqualified praise for its remarkable contribution to motoring ease and comfort. This improved construction provides a really wonderful ease of action which makes the use of shock absorbers unnecessary.

The rugged pressed steel frame is strongly reinforced with cross members and gusset plates. It is of the tapering type, with kick-up over the rear axle.

Absolute alignment of the rear axle is secured by the latest design torque arm of unusual strength, which also takes the driving torque.

An 18-gallon gasoline tank is hung in rear under frame, and fuel is delivered to the carburetor by the Stewart vacuum system.

The extra tire rim is carried at the rear by two strong malleable arms, reinforced with a cross bar which holds the tail lamp and license plate.

The Elgin Six chassis represents an assembly of mechanical units that have endured the test of continuous service and proven their unvarying dependability.

Every part is so readily accessible that necessary adjustments can be made easily and swiftly.



Elgin Motor Car Corporation, Argo, Illinois
 Lee L. Gilbert, Distributor, Salem, Oregon

HINTS FOR THE MOTORIST

ALBERT L. CLOUGH
Editor Motor Service Bureau Review of Reviews

Copyright 1919, by The International Syndicate.

Why Carburetors Sometimes Need Adjustment

Don't Hesitate To Retest A Carburetor If You Know How

THE ADVICE IS FREQUENTLY GIVEN: "Do not tamper with the carburetor, as it has been correctly adjusted at the factory," and doubtless this admonition is intended in the very best spirit, for it is a fact that, when once properly set, a carburetor will go on performing satisfactorily as long as conditions do not change, so that altering its adjustments unintelligently or needlessly will do more harm than good. The reason why this advice should not be literally followed is that carburetor and carburation conditions are subject to change and it is foolish to assert that a factory adjustment can be either infallibly perfect or permanently right. Among the factors that make carburetor adjustment occasionally necessary are the following: Changes of gasoline quality, involving differences in its viscosity or "body," that alter the rate of fuel flow through the fuel spraying nozzle. The "heavier" the gasoline used, the less will pass through a certain aperture, under a certain pressure. Changes in atmospheric density, as between low and high altitudes, less oxygen being contained in a cubic foot of air at a high elevation than, for instance, at sea level. The same adjustment that is correct at Denver will not necessarily be so at New York. Change in the action of carburetor parts with time, due to the weakening of springs controlling the air supply and the alteration through wear, of links that interconnect different portions of the mechanism. Changes in the operative temperature of the intake system and cylinder walls, as between the extremes of summer and of winter weather. When no means are taken to overcome the effects of such atmospheric differences, a more liberal gasoline adjustment must be maintained in cold weather, because so much of the fuel supplied fails to vaporize and burn properly. Differences in the carburation requirements sought. Some operators wish a mixture rich enough to produce maximum acceleration and power, even at some sacrifice in economy while others, in order to save gasoline, are willing to use a slightly leaner mixture. A motorist should avoid changing his carburetor setting, unless it is known to require it but should not hesitate to do so when it is advisable. Instructions, usually explaining the correct method of adjustment, are obtainable from the manufacturer of every make of carburetor and every motorist should familiarize himself with the directions applicable to his particular instrument.

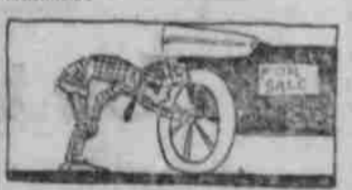
FRONT CYLINDER OILS SPARK-PLUG

ing which is quite common with these engines.



INSPECTING A USED CAR

A. N. writes: Please inform me what parts should be specially inspected in buying a second hand automobile?



Answer: In a general way the working parts which have bearing surfaces that are subjected to wear. You should make sure that the pistons are a proper fit in their cylinders, so that good compression may be insured; that the bearings of the engine shafts are not loose and likely to cause pounding noises; that the road wheels are not wobbly on the axle ends; that there is no undue looseness in the steering-gear; that the spring ends have not worn out their eyes and pins; that the universal joints have not developed excessive lost motion; that the transmission gears still have their teeth in fact and their bearings in adjustment and that the clutch is in good operative condition, and that the bell-crank and operative devices have not worn to a dangerous extent.

Questions of general interest to motorists will be answered in this column, space permitting. Address Albert L. Clough, care of this office.

The Slogan of Today and of the Future

Ship by Truck

Willamette Valley Transfer Co.

PHONE 1400

"Forget It"—Buy At Home

Brownsville Tourists Reach South Dakota In Eleven Days From Here

Eleven and one half days from Salem to Woonsocket, S. D., in the new mode by F. M. Tindle and family, of Brownsville, who recently passed thru this city in their Elgin Six at the start of a tour that is to take them over 4,000 miles of road before they return home.

In a letter to Lee L. Gilbert, Elgin distributor, Mr. Tindle tells of their trip as follows:

"We arrived here safe and sound after eleven and one half days and spent one day in Yellowstone Park. Got here on the morning of July 2. Never had a bit of car trouble the whole trip. Met and passed all other kinds ditched or being fixed."

"Can't say enough for the Elgin. Had a lovely talk with the Elgin man at Huron, S. D., he sold 480 Elgins last year."

St. Paul-Newberg Route Advised For Motorists Making Trip To Portland

Of the several routes between Salem and Portland the St. Paul-Newberg road is by far the best one to take at present, says Lee L. Gilbert, Elgin Six distributor, who has been over all of the roads in the past two weeks and returned from the Rose City Thursday afternoon over the route he advises.

The roads to the pavement at Newberg are in fairly good shape he reports. In going to Portland Wednesday Mr. Gilbert took the Dundee detour around the construction work on the other side of Newberg dusty and rough. A better detour is to turn to the left in Newberg and return to the highway a short distance beyond the stretch under construction.

The Oregon City Courier has been sold to the Clackamas County Banner Publishing company, and the name changed to the Clackamas Banner-Courier.