

## Motor Borne Disease Germs Worry Health Officers

THE Spring and Summer motor tours that put hundreds of thousands of men, women and children on wheels has brought up a new problem for public health officials. Sanitarians of towns whose work is the protection of the health of the citizens of their own community have added to this duty that of protecting the influx of visitors and also to safeguard their own residents against any infections imported by these visiting motorists.

With the increased efficiency of the automobile engine has come a wider travelling radius for tourists and it is not unusual now for a party of motorists to cover six States in a two weeks' trip. Health problems that hitherto were confined within the orbits of a town now have an inter-State significance.

This new habit of the vacationers and other transient brings attention generally to a consideration of the health factors that have been regulated by other carriers such as railroads, steamboats, ferries and trolleys. There is a Sanitary Code that safeguards these travellers and now it has become necessary to adapt the same regulations to motor travel.

The reason for these regulations lies in the fact that travellers often unwittingly are carriers of disease germs and through such agencies as the common drinking cup and the common toilet convey the germs to a new community. Through some such origin as this a whole town may become infected just as one tin dipper may prostrate all the children of a school.

The common cup is one of the most serious transmitters of infectious disease. An unsterilized cup used by a person suffering from tuberculosis, pneumonia, typhoid fever, scarlet fever, tonsillitis, influenza, common colds or any other respiratory disease is an agent for further infection. For this reason any temptation to use common cups on public carriers was removed when the various States made it compulsory for railroad and steamboat lines to install sanitary paper cups.

The new motor touring trait on the part of the public intensifies this danger; the germs now ride on air cushions and carry on their deadly work in a much broader scope. Thus, if a tourist whose mouth or lips contains the germs of an infectious disease stops at a roadside spring to drink, the dipper or a glass left there by some well-meaning but unthinking ver-



son he leaves on this vessel thousands of the germs of the disease with which he is afflicted. It thus plants a peril for all others who follow his example.

In the same way it is true that he can leave infection in a soda fountain glass if he patronizes a soda stand where simple sterilization methods are employed. Unless the glass is completely cleaned after his use he deposits within it the germs that will affect all residents of the town at which he pauses in his tour.

Similar conditions obtain at town motorists' camps. It is possible for an uncleanly cup to be the germ exchange for natives of a dozen States who will leave the residue of their infection for countless others. Only the strictest sanitary precautions will keep the infection confined within the municipal park. Necessarily such an outbreak will hurt the health and prestige of the town in which it occurs.

Frequently it happens that persons will imbibe the germs of a disease in one State but the ailment will not manifest itself for a week or ten days, or sometimes two weeks, when it will become a menace to a new center.

Unsterilized glasses whether met in municipal camps, soda fountains, restaurants, hotels or other places of temporary residence are a menace to the individual and to the community. The only safe precaution against them is the use of sanitary paper cups and the demand for such cups along the route of travel. These receptacles are destroyed immediately after use and whatever infection lies within them after one use is accordingly nullified.

As the motorist can anticipate his future needs and make his tire purchases now before a further advance in price is declared.

### FOUR WHEEL BRAKES

There are very few automobile manufacturers today who do not either specify four wheel brakes as optional or standard equipment with their motor cars. The public have accepted this type of brake; one instance of this is that even though four wheel brakes are optional equipment with Cleveland six motor cars at a slight extra cost, practically every car leaving the factory is equipped with four wheel brakes.

### FISHING AT ALSEA

E. B. and C. C. Gabriel, of the Gabriel Powder and Supply company, accompanied by A. Doland and J. F. Krafick of Portland left Friday by automobile for Alsea on a fishing trip.

### FUNCTIONS OF AUTOS CLUBS

A fully functioning motorists' association today does not confine its activities to the dissemination and distribution of touring information. The day has long since passed when they were strictly social organizations. They must be real service rendering units to keep pace with the times, and any organization that makes a charge for advising a person as to the best roads to travel is not worthy of the name automobile club.

## Satisfactory Service And Good Products

are our bids for your business. Drive into our service station next time you motor south and let us service your car with

Red Crown or Shell gasoline and Zerolene, Mobiloil or Shell lubricating oils.

Clean, filtered gasoline and good oil are two important features of pleasant motoring.

Let Us Serve You

## Robinson's Service Station

Intersection Jefferson and Liberty Highways

## OVERLAND SEDAN IS APPRECIATED

New Model Provides Lower Maintenance Cost Because of Lighter Weight

Automobile dealers and prospective buyers everywhere concede that one of the most important features in the minds of motor car purchasers is economy of operation and maintenance of their automobile.

It was with this feature in mind that engineers of Willy-Overland designed and built the new Overland standard sedan, a car of lighter weight and greater room, backed by hundreds of fine records in gasoline consumption, and with a car built specifically to provide the maximum of comfort and ease of operation with the minimum of upkeep, officials declare. The new addition to the Overland line is a roomy, five-passenger sedan combining these features together with long and narrow windows and one-piece windshield that provide greater vision and ventilation.

The new Overland standard sedan is powered by the four-cylinder engine developing 27 brake horsepower. It has the improved Borg and Beck clutch. A heavy duty crank shaft, selective type transmission and special carbon gears make for rigidity and long service. The same motor that made a grand average of 27.28 miles per gallon in the Overland economy-endurance run powers this new sedan.

Lighter weight, incorporated in this model of dark blue duco

finish, greatly lessens the fuel consumption of the car because of heavy door post elimination necessary in the body construction of four-door models, officials say. Full-sized balloon tires and the patented triplex springs greatly absorb road shocks, making an easy riding car whose body is never distorted by road jars.

### HARD TIMES?

During the first six months of the fiscal year beginning December 1, 1924, the state of Massachusetts has registered 514,167 automobiles, as against 449,902 for the corresponding period a year ago.

Even those who enjoy talking about "hard times" must admit that persons without employment and without money do not go around buying motor cars.—Worcester Telegram.

### MOTORS TO NEWPORT

Leo N. Childs and family left Salem by auto Thursday for Newport where they will spend a week at the popular beach resort.

### SEES TWO DEER

While taking his family to Neskevin, rounding a curve just this side of Hebo, Eugene Grabenhorst almost ran into two large bucks.

### TIRES

### and ACCESSORIES

If it is for the car you can save money here

**BARRETT BROS. GARAGE**  
1999 North Capitol

## J. C. Bair THE REGULAR SHOP



236 State Street

### RADIATOR

### FENDER

### BODY

### REPAIRING

### EARNING LARGE

The net earnings of the Nordyke & Mermon company of Indianapolis, Ind., manufacturers of automobiles and flour mill machinery for the past six months operation, after taking all depreciations and allowing for contingencies amount to \$1,174,198.05. This is the information contained in the report submitted to the stockholders by G. M. Williams, president of the company.



## Meet the New GARDNER SIX

Fifteen minutes after you slip into the driver's seat, take the wheel and flash down the street, the "best motor car salesman" in the world couldn't sell you any other car for the same money.

That's a powerful statement, we know, but the car is here, and you can easily check up everything we say.

And if you come in with a chip on your shoulder and a "show me" light in your eye, you'll be doubly welcome. For we've got some car—and some surprise—waiting for you.

We'll introduce you to a scrapping big Six—not a little "baby Six."

To the best-looking Six you've ever laid eyes on. Long, low-slung body. Rich two-tone Duco finish. Full-size balloon tires. Snubbers front and rear. Gardner enclosed 4-wheel brakes. Genuine leather upholstery. Permanent top. One-piece, vertical, ventilating windshield.

And one of the smoothest six-cylinder motors that ever pulled a hard hill in high!

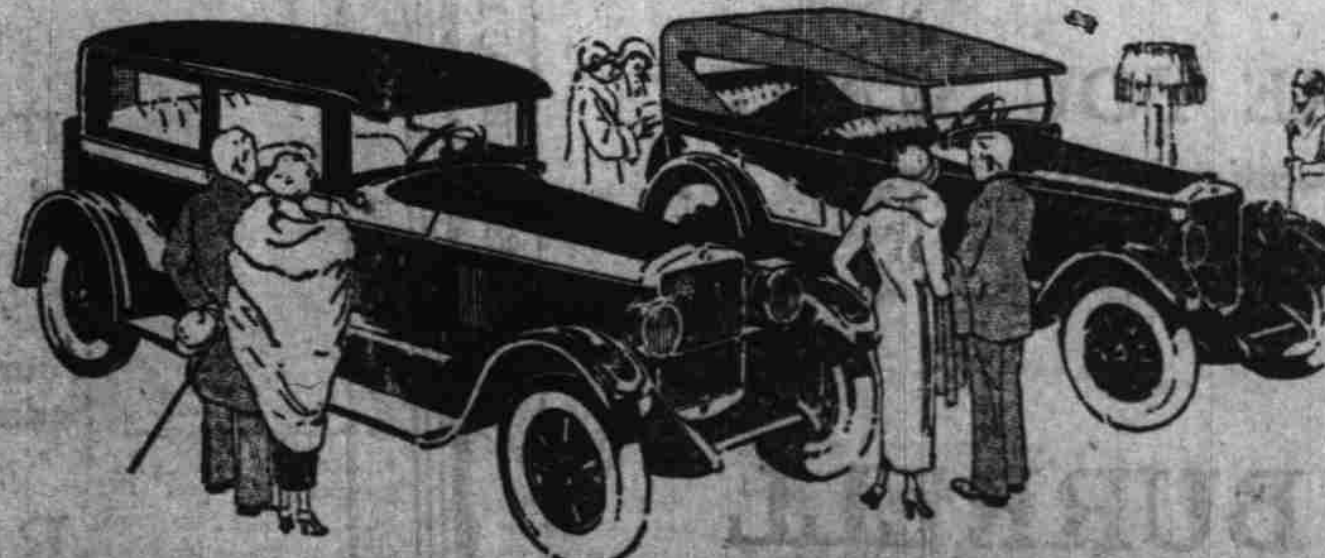
Come in and meet it!

Six-Cylinder Body Style—5-passenger Touring Car, \$1395.  
5-passenger Brougham, \$1595. 5-passenger Sedan, \$1495.  
Eight-Inch Body Style—5-passenger Touring Car, \$1595.  
5-passenger Brougham, \$1795. 5-passenger Sedan, \$1695.

## Burdett-Albee Motor Co.

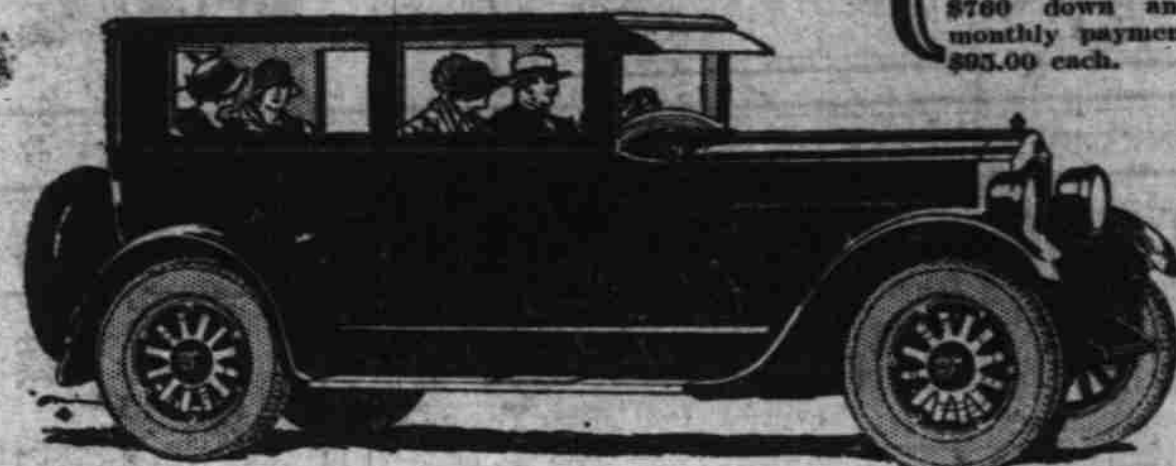
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GARDNER PERFORMANCE AND DURABILITY HAVE NEVER BEEN QUESTIONED

**Studebaker**  
Special Six Coach  
\$700 down and 12 monthly payments of \$93.00 each.



## Why Call It a Coach?

THEY couldn't understand! "Why call it a coach—why confuse it with cheap closed cars?" asked the dealers at a recent Studebaker meeting. "Surely it would be better to name it the Special Six Coupe."

To be sure, the Special Six Coach is upholstered in fine quality of material—with high-grade carpeting—and heavy decorative door pulls to assist passengers in alighting.

To be sure, it is lacquer finished in two styles—beautiful Studebaker blue or a rich duotone finish of Wyandotte green-gray, above and Ponca green-gray below.

And, furthermore, to get a coach as large and roomy you must pay more than \$1,000 above the price of this car.

But the fact remains—that it carries the lowest price at which a fine closed car has ever been sold on the world-famous Special Six chassis.

It is a coach—in price alone. But in quality—a fine type of five-passenger coupe.

From the very beginning, the coach has been an effort towards economy on the part of automobile manufacturers. But, unlike other manufacturers, Studebaker has been able to build a coach without sacrifice in essential quality—and offer it to you at an accepted coach price.

### The reason for sedan quality at coach price

Studebaker builds all of its own closed bodies—builds finer coaches than have been built before—and builds them at a lower cost—because there is no outside body-maker's profit to be included in the purchase price to you.

This Special Six Coach is built complete—both body and chassis—in Studebaker plants. It is a "one-profit" automobile.

In buying a closed car, do not underestimate the importance of engine and chassis. With extra weight to carry, these units become increasingly vital.

### Plus—the Special Six Chassis

This fine coach body is especially designed for and mounted on the Special Six chassis which has contributed to the splendid reputation of Studebaker cars for dependability, endurance and reserve mileage.

Definite records show that many Studebakers have delivered from 125,000 to 200,000 miles of service. Up in the rugged country around Three Rivers, Quebec, there are eight Studebaker cars that have each traveled 100,000 miles or more.

In Stockton, Calif., one Studebaker car has piled up 138,000 miles over steep mountain grades and rough country roads with negligible upkeep—not a single major part has been purchased or repaired by reason of wear or accident.

So do not buy this Special Six Coach with the expectation that you'll have to trade it in at the end of a year or so. Instead, consider this your permanent investment in transportation. At the mileage when other cars are breaking up, this Studebaker Special Six Coach will just be breaking in.

### Buy now—no need to delay

You may buy this Studebaker Special Six Coach today—or on any day of the year—with the confident assurance that no act of ours will stigmatize it as a "last year's model."

For Studebaker has discontinued the custom of presenting a new line of cars each year. Instead Studebaker will keep up-to-date all of the time—introducing new improvements and refinements as their merit is proved through practical use.

## MARION AUTOMOBILE CO.

Day and Night Service

SALEM, OREGON

PHONE 362

THIS IS A STUDEBAKER YEAR



## The Tourist Camps Invite You!

Thousands of them, hospitable and friendly, play a big part in the vacation joys of thousands of families every year.

Take advantage now of this interesting, economical way to travel! Get into your Ford and go—far away from the every-day haunts and the working grind! All the family will enjoy the outing; everyone will be healthier, happier and better for a change of scene and life in the open.

No other car requires so small an investment as the Ford; none offers you such value for your money.

**Ford**

Runabout - \$260 Coupe - \$520  
Touring Car - 290 Tudor Sedan - 580

On open cars demountable tire and starter are \$85 extra.  
Full-size balloon tires \$25 extra. All prices f.o.b. Detroit.

Fordor Sedan

**\$660**

F.O.B. Detroit

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