

Interesting News

# Automobiles and Motor Cycles

## Advertisements You Should Read

**T**IRE shopping is responsible for your having a good tire one time and a poor one the next.

It pays to buy the Firestone Gray Side-wall consistently.

Its excellent qualities are to be found in every tire bearing the name Firestone.

# Firestone

## TIRES

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**CORNER GARAGE INC.**  
W. A. WRIGHT, MGR.  
RAILROAD & PORTLAND STS.  
ST. JOHNSBURY, VT.

### \$375,000,000 BEING SPENT THIS YEAR IN NETWORK OF BETTER HIGHWAYS

Goodrich Rubber Company Gives in Detail Tremendous Amount Being Spent By the Government, State and Counties

The United States is in the midst of the greatest highway building campaign in the history of the world. The aggregate amount to be expended this year on the roads and lanes of the country would build and duplicate another Panama Canal. According to figures collected by the B. F. Goodrich Rubber Company, combined forces of the federal government, states and counties will spend \$375,000,000 in new construction and maintenance of the nation's network of highways. This is the first complete survey of 1919 road expenditures. The amounts to be spent in each state in the Union follow:

Alabama	1,000,000
Arizona	6,250,000
Arkansas	4,279,398
California	20,000,000
Colorado	4,742,000
Connecticut	8,000,000
Delaware	8,528,000
Florida	8,000,000
Georgia	7,911,000
Idaho	2,100,000
Illinois	6,013,304
Indiana	12,000,000
Iowa	20,498,534
Kansas	8,000,000
Kentucky	3,500,000
Louisiana	2,000,000
Maine	1,630,000
Maryland	6,750,000
Massachusetts	6,000,000
Michigan	15,000,000
Minnesota	11,127,585
Mississippi	7,000,000
Missouri	5,413,000
Montana	6,200,000
Nebraska	2,000,000
Nevada	1,277,499
New Hampshire	1,630,000
New Jersey	6,500,000
New Mexico	4,000,000
New York	2,000,000
North Carolina	5,000,000
North Dakota	1,082,000
Ohio	13,321,500
Oklahoma	3,600,000
Oregon	8,000,000
Pennsylvania	8,789,000
Rhode Island	1,470,000
S. Carolina	7,000,000
South Dakota	6,767,276
Tennessee	3,650,996
Texas	60,480,000
Utah	10,992,794
Vermont	1,797,650
Virginia	3,400,000
Washington	6,500,000
West Virginia	2,000,000
Wisconsin	3,200,000
Wyoming	6,500,000

\$340,394,536

Roughly Goodrich officials estimate that the expenditures for highway improvement is approximately \$3.09 per capita; or, to emphasize this, each man, woman and child in the United States would contribute this much for the building and bettering of roads were taxation on such a basis. Were the expense apportioned out on an average basis each state would pay \$7,083,333.

The era of good roads talk has at last been succeeded by the era of good construction. Public sentiment is solidly behind extensive highway building programs now, says one of the Goodrich highway correspondents, but the enthusiasm must not wane. The millions being spent will be spent in vain unless states undertake to repair roads as quickly as they build.

While the amount available for expenditure this year seems staggering it will not be enough to make up for

deferred war construction, for normally the amount spent on roads in the United States is well above \$2,500,000,000 and the war restriction breaks applied brought road building almost to a stop in many localities.

Three great factors have been largely responsible for this year's amazing highway expenditures. First, the incentive for states to match federal aid appropriations; second, the passage of enormous bond issues for road work in many states; and third, the attention on the urgent need of good roads by the war.

Reports from state highway commissioners to the Goodrich officials some interesting individual features. Construction in Virginia during the next six years of 3,750 mile-of highway at a cost of more than \$60,000,000 has been approved.

In the New England states—Connecticut, Massachusetts, Rhode Island, Vermont and New Hampshire have been interesting in closing up short gaps on their main highways, which are otherwise improved for the entire distance. The same condition has been true in New York, where numerous projects are being linked up with an extensive network of roads which are already hard surfaced.

One of the features of this year's work will be the completion of the Dixie Highway, which will be done by the states cooperating with each other and with the government. For instance, in Illinois the highway will be improved in many spots, one of which is over a distance of 54.5 miles at a cost of \$904,700 and the construction will be of concrete and bituminous macadam. At the same time Georgia will be working on the road from Atlanta through to Macon, a distance of 72 miles and a continuation of the Dixie Highway in that state. The Tennessee and Kentucky projects are under way which will further serve to improve this famous old highway, which will further serve to improve this famous old highway, which cuts through the central section of the country from north to south.

Iowa is entitled to the palm for consistent road construction. This state, which has more automobiles per capita than any other state in the union, spent in the neighborhood of \$15,000,000 during both 1917 and 1918, and is spending \$20,498,534 this year. Iowa has an ideal road building program. When their state system is completed it will be not only the equivalent not only of a trunk line system converging to the cities, but to a trunk line clear across the state from east to west through every county, and north and south through every county as well. The Iowa plan will give each state the most notable road achievement of any state in the nation. Nowhere else has a system been adopted that treats every county alike or that reaches every district impartially.

Texas leads the nation in highway expenditures this year with \$60,480,000 available. Texas also led last year. Within her borders Texas has 126,000 miles of unimproved roads, as against 22,000 miles of improved highway.

Iowa, California, Michigan, Ohio, Indiana and Minnesota, rank next in expenditures for road building in the order named. Thus it will be noted that the agricultural states' appropriations exceed those of other regions by many millions.

### PRAISES NEW BUICK

Chas. E. Silsby, Local Dealer, Says The New Model "K" Is A Marked Improvement.

"With the announcement of our new 1920 model 'K' series," says Charles E. Silsby, the well known local Buick automobile dealer, "and the marked improvement in refinements, brings our new series before the buying public with an instant stamp of approval, and invariably the expression is made, how such beautiful types and thoroughly constructed models can be manufactured at the prices announced, with the high cost of materials and labor entering into them."

To still maintain the 1919 price upon some models with only a slight increase upon the coupe and sedan, coupled with increased quality and improvements is the result of strong purchasing power and careful consideration on the part of the Buick Motor Company. Prices instantly become a secondary consideration in comparison with the different models, as hundreds of these models have already been sold by dealers upon a sight unseen plan, buyers having complete confidence in the Buick Motor Company to manufacture a series of models retaining the Buick high standard of quality first, price later.

The most difficult situation that confronts the prospective Buick purchaser is the matter of car delivery for demands are increasing daily for

### LABOR SHORTAGE IN MOTOR INDUSTRY

There is an acute scarcity of skilled labor in the motor trade throughout the United States and particularly in Chicago, it is reported today to Colonel Arthur Woods, assistant to the Secretary of War, by the Editor of a leading motor magazine. There are therefore excellent opportunities for skilled labor along any line connected with the motor industry, for finding satisfactory employment.

This offers an attractive field to discharged service men, a great many of whom received a thorough training in the handling of motors during their service in the army. The motor industry, it is further reported, has utilized the services of discharged soldiers and sailors to the fullest extent. Practically all of the men returned from the service who before enlisting were in the motor industry or trade, have been reemployed. In addition, a great many men who have been returned along motor lines while in the service, have also found employment.

On account of the labor unrest in practically all skilled labor lines, however, and on account of the falling off of immigration and apprenticeship during the period of the war, there are still a number of excellent opportunities open to ex-service men who before the war were members of the motor industry, or who during the war were employed in the motor

### SELECTED WILLARD

Story of How the Government Selected Its Battery for the Liberty Air Motor

When a Liberty Motor is giving its utmost to push forward a Liberty plane, the result to the car at least is a noise which would hardly be welcome in the reading room of a public library, or under your window when you want to sleep.

Such is the voice of gasoline raised in protest against being introduced to the little spark of electricity which jumps across the spark plug 165 times every second; but the protest is in vain for the "juice" keeps coming; 165 times each second, 9900 sparks per minute, 594,000 times in an hour, coming from a little innocent looking box full of lead and acid and water and rubber.

The storage battery is the soul of the Liberty motor. As gasoline is its food, steel and aluminum its clothing, so is electricity its spark of life. The Willard Storage Battery Company in Cleveland had for years been making storage batteries for starting, lighting and ignition on automobiles. When Uncle Sam decided he would "take no more nonsense" from the Kaiser, the Willard organization was asked to design a storage battery for ignition in an aircraft motor.

The Willard engineers set to work and designed a battery of the proper capacity, weighing but ten pounds and two ounces, which was satisfactory to the government designers.

But a Liberty Plane must operate just as well "head over heels" as any other way, and the Willard engineers found that they must design a battery which, while open at the top, did not spill its contents when inverted. Within ten days from the receipt of

the Government's specifications, the Willard engineers had designed and perfected a battery which met the Government's needs as to capacity, size, weight, and this battery operated upside down. This battery was adopted and never since has it been changed in any detail.

Storage batteries have for years been recognized as the most efficient and most reliable means of providing ignition for gasoline motors, but other and less advantageous forms of ignition had to be used until American inventive genius was brought to bear on modern war problems.

# Ford

THE UNIVERSAL CAR

Look out when having your Ford car repaired that the genuine Ford parts or materials are used. There are many "bogus" imitations, or counterfeit, so-called Ford parts of sadly inferior quality on the market. Be warned against them. Buy Ford parts and have your Ford car repaired by the authorized Ford dealer as this is the only way to guard against "bogus" parts. Bring your car to us for service. Come to us for Ford parts. Ours is an authorized Ford place.

No Bogus Ford Parts Here

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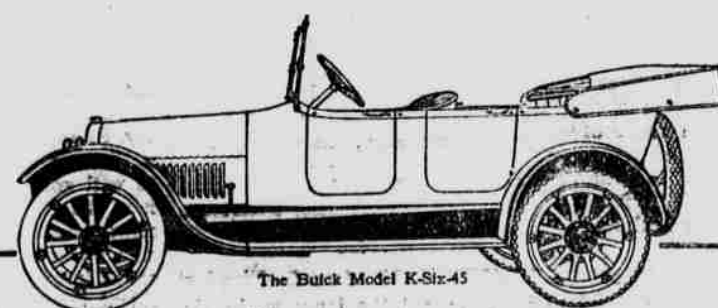
# Buick

## 1920 Model K-45

### Buick Five-Passenger Touring Car

THE BUICK Model K-Six-45 is a very capable open car for five persons, designed to cover the multitude of uses to which such a car is put. It differs from the big seven-passenger model only in tonneau and chassis length, possessing the same degree of ruggedness, easy-flowing power and mechanical excellence.

The tonneau is even more liberally proportioned. The seat is full three-passenger capacity, set at a comfortable angle. The sides are upholstered clear to the doors with the same French pleated leather used on the cushions and seat backs. Each of the four doors is equipped with a side pocket for storing small parcels. The instrument board is illuminated by a dash lamp. Top and side curtains are made of high grade fabric, the curtains swinging open with the doors. Behind the front seat is a very convenient pocket for storing the side curtains when not in use.



The Buick Model K-Six-45

When Better Automobiles Are Built BUICK Will Build The

Chas. E. Silsby, St. Johnsbury,

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