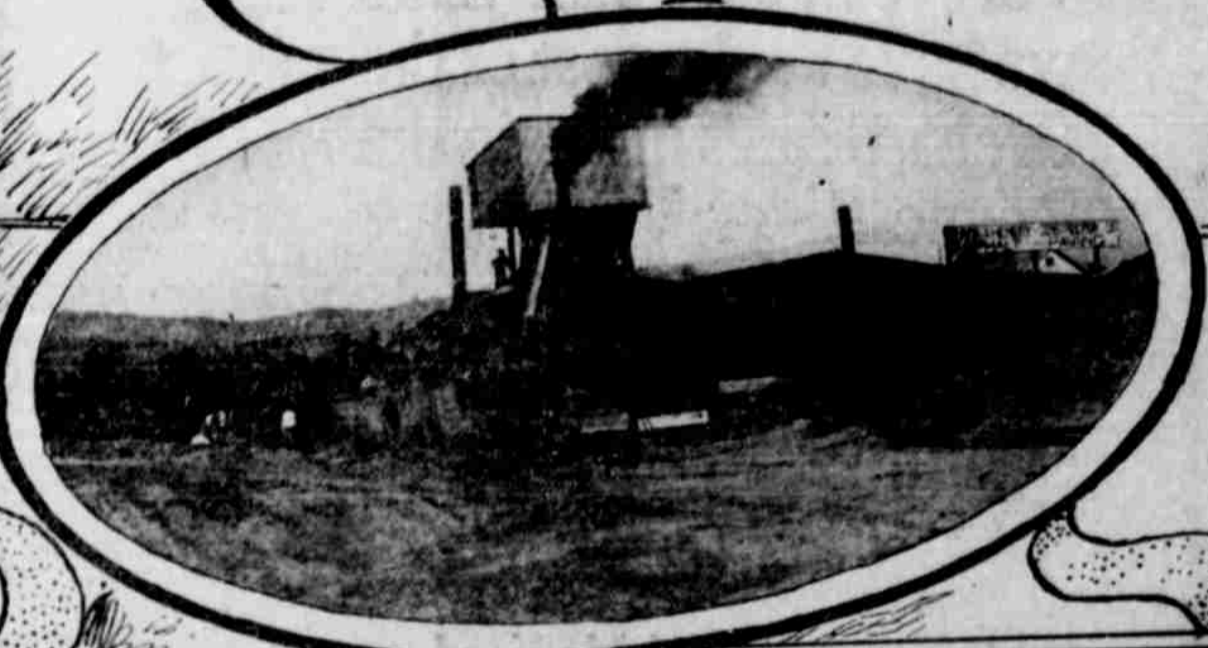


Making MEDFORD THE BEST PAVED CITY in AMERICA



"Medford is the best paved city in the world. Not only has it the most paved streets for its size, but the quality of the pavement is superior to that of any city south of it," said Sam Hill, president of the National Goods Roads association and foremost good roads advocate in the nation, while recently visiting in this city.

"Since I lectured here in 1911," said Mr. Hill, "I have inspected all the new roads and paving construction under way in both Europe and America, so I feel that I know what I am talking about. Pavement and good hotels have transformed Medford into a most attractive city. Medford and Ashland are far ahead of any cities south to Sacramento."

Medford is the best paved city of its size in the United States, and probably in the world. A city of 11,000 inhabitants, it has 366,214 square yards of pavement, or 18.61 lineal miles, or 33 square yards per capita. Medford has more paved streets today than Portland had six years ago, and Portland at that time was a city of 150,000 inhabitants.

More than one-half of the total amount of pavement laid in Medford has been laid during the past two years. The paving season in 1911 saw 179,253.15 square yards more than in the two years previous, which totaled 157,024 square yards. Medford is by no means through with the work of improving her streets, and additional contracts for 1913 are

now being contemplated. During 1912 29,936 square yards were laid covering two miles of streets.

Asphalt Used

With the exception of the first season's work, all of the pavement in Medford has been laid by the Clark & Henery Construction company of Sacramento. This company lays an asphaltic pavement upon a concrete base, which have proved very satisfactory, while upon a few residence streets an asphaltic macadam has been laid. This type of pavement was adopted by the city after a thorough investigation of pavements throughout California was made by a committee of city officials.

The Clark & Henery Construction company began operations in Medford

late in the season of 1910, and January 1, 1911, found 157,024 square yards of the improvement laid in the city. In 1911, having contracts ahead of them, they got an early start and laid 179,253 square yards. The company erected a huge plant in this city and rushed the work. The city has expended \$824,507.20 for pavement.

Three years ago there was not a single square yard of paving in the state south of Eugene. Then it was that Medford, an ambitious little city of 5000 souls, started an agitation for better streets. Each winter found her thoroughfares impassable. The agitation grew and a contract was let for 35,000 yards. This was laid on the principal street of the

city, and so obvious were its benefits that the following season an additional contract was let. In 1911 this was supplemented by a contract greater than the first two together. Other towns in southern Oregon have profited by Medford's example and now are having their streets surfaced.

The gigantic task of making Medford the best paved city in America was in the hands of the Clark & Henery Construction company of Sacramento and Stockton, Cal. That they are doing a good job and are laying a superior pavement is evidenced by the fact that they have been awarded contract after contract for laying their asphalt pavement in the city.

The Clark & Henery Construction company is a California corporation, in which W. R. Clark and Samuel Henery were the principal and controlling stockholders. In charge of the work being done in this city was Arthur W. Clark, who made a record for himself and the company by the manner in which he handled the job. The company is one of the largest contracting firms on the Pacific coast and now has paving plants at Roseburg, Stockton, Sacramento, Ukiah, San Mateo, San Jose, Oakland and Burlingame. The fact that all of its cities in which they have worked speak highly of their pavement and the manner in which it is laid shows that the company does its work well.

The company is now working in many Willamette towns.

The company lays an asphalt pavement which is shown to be very successful wherever it has been laid. First they lay a concrete base some five inches in thickness, then a binder course an inch thick, and on top of this is laid the wearing surface two inches in thickness. Residence contracts call for the laying of an asphalt concrete base, the pavement being lighter. It was adopted owing to the splendid showing it has made in California cities.

Medford is well satisfied with the pavement being laid in the city, for she feels that she is getting a "square deal." And after all, that is the one big essential.