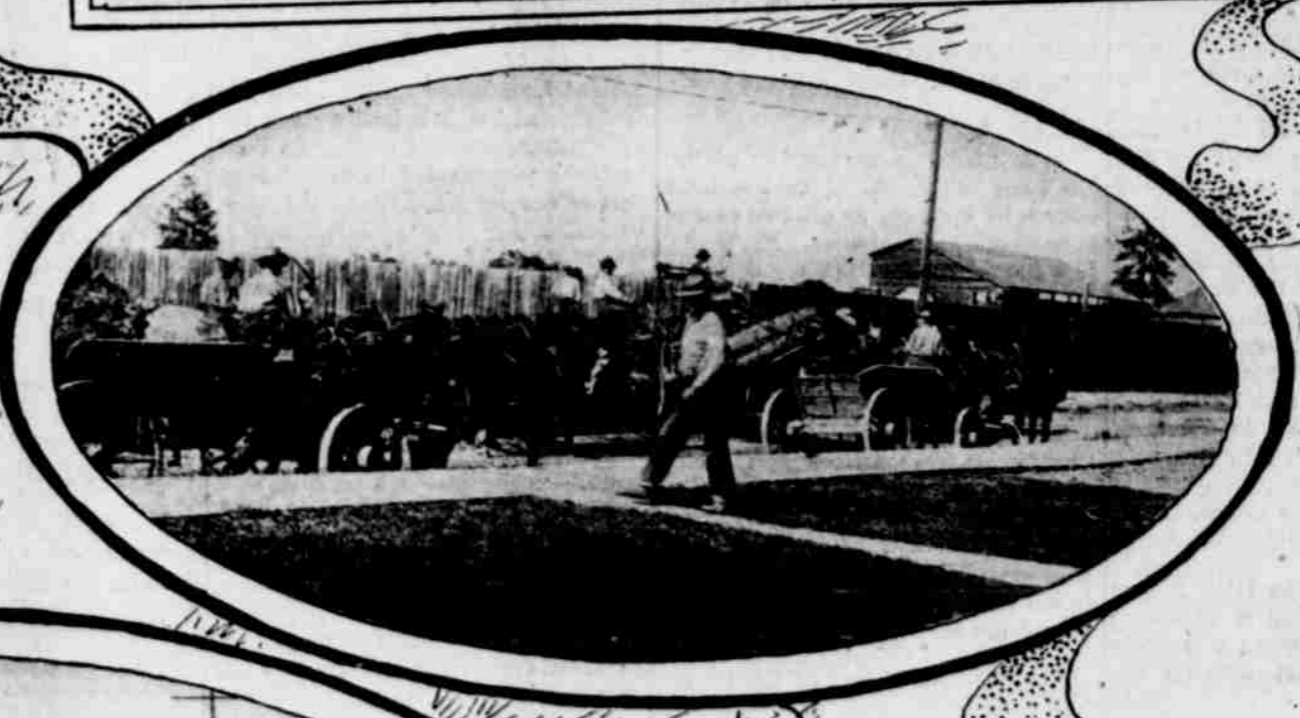
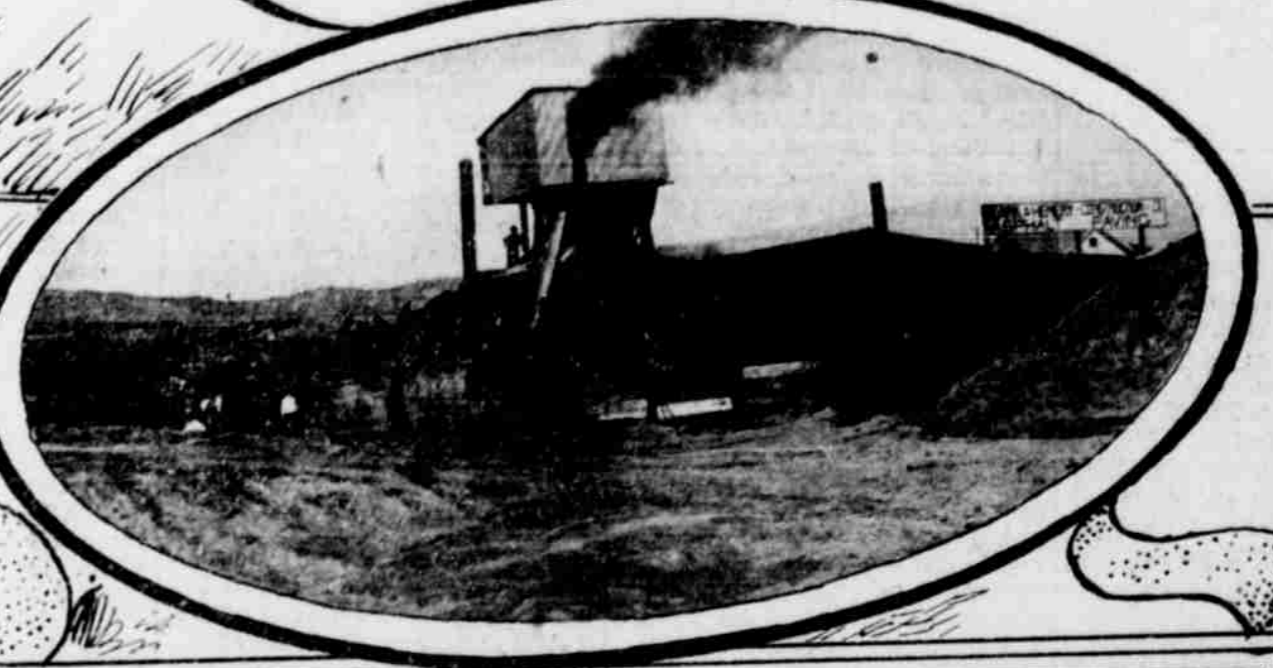
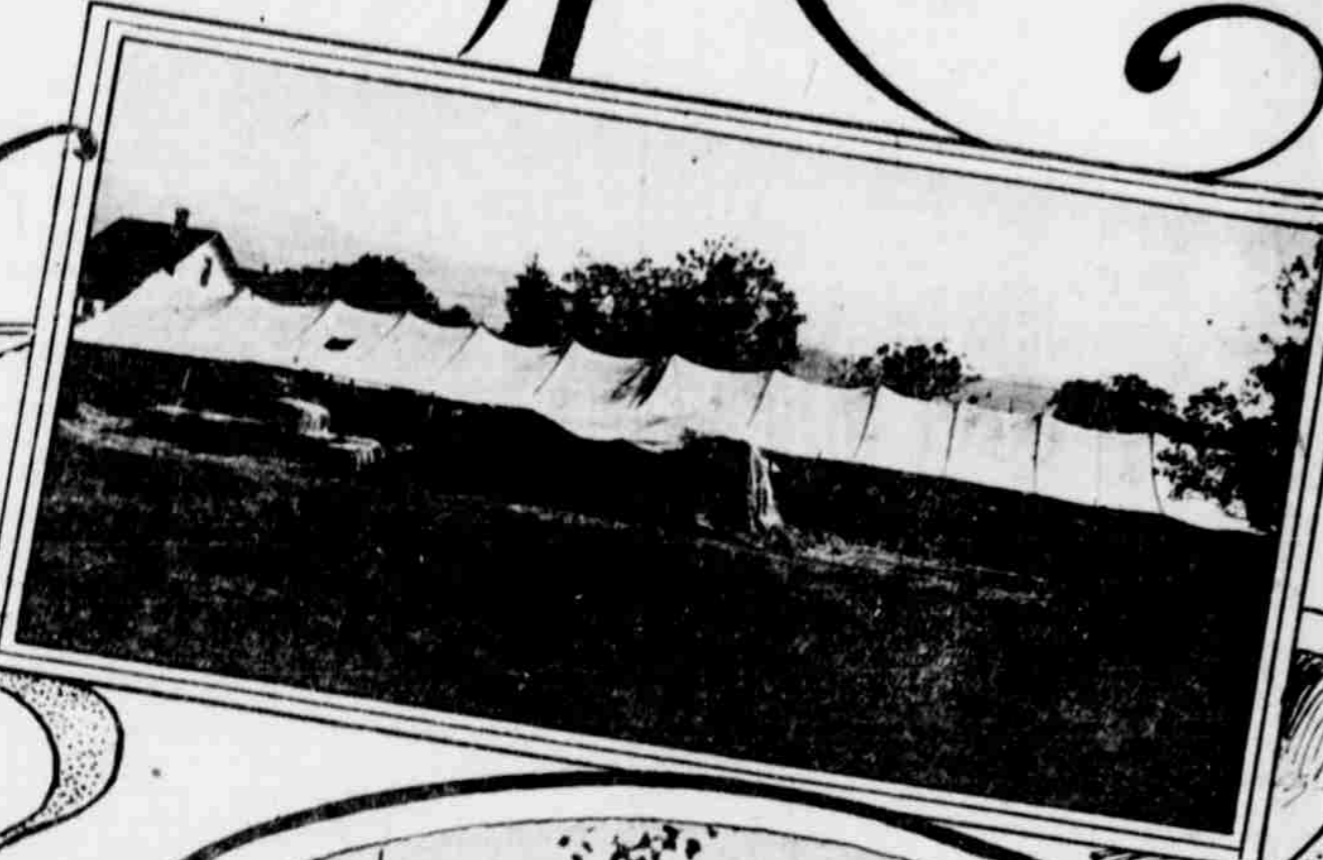


Making MEDFORD THE BEST PAVED CITY in AMERICA



Upper Line Shows Grading Camp and Paving Plant; Second Line, Concrete Base Gang and a Gang Laying Surface, Third Line Shows the Concrete Mixer and Grader, the Fifth the Curb and Gutter Gang of the Clark & Henry Construction Company

THE time is close at hand when Medford will be known as the best paved city of its size in America. Three hundred men, modern machinery and nearly 150 head of horses are employed in transforming her streets, which heretofore in mid-winter have been but streaks of mire into boulevards open to traffic the year around. To date nearly 300,000 square yards of pavement has been laid while a contract for an additional 300,000 square yards has just been let. When completed Medford will have nearly 24 miles of paved streets, costing nearly \$1,000,000, a tremendous amount considering the population now estimated at 10,500.

Three years ago there was not a single square yard of paving in the state south of Salem. Then it was that Medford, an ambitious little city of 5000 souls started an agitation for better streets. Each winter found her thoroughfares impassible. 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. This season this has been supplemented by a contract as great as the first two together. Other towns in southern Oregon have profited by Medford's example and now are having their streets surfaced. The county court recog-

nizing the benefits to be derived from good roads have also called for the laying of an asphalt macadam road between this city and Central Point. Medford pointed the way. The gigantic task of making Medford the best paved city in America is in the hands of the Clark & Henry 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 just been awarded the second contract after laying six or seven miles of their asphalt pavement in the city. They now have more work than they can complete this season, which will extend until the rainy season sets in,

but they are making great efforts to get as much of the work done as possible. They will complete their original contract late in July and then will start on the work of laying the additional 300,000 yards of pavement. It may be that a third contract will be given them next season but even if this is not done Medford, for its size, will be the best paved city in the United States. The Clark & Henry Construction company is a California corporation, in which W. R. Clark and Samuel Henry are the principal and controlling stockholders. In charge of the work being done in this city is Arthur W. Clark who is making a record for himself and the company

by the manner in which he is handling 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 the cities in which they have worked speak highly of their pavement and the manner in which it is laid shows that the company can be depended upon to do a splendid job in Medford. Before letting the recent contract the members of the Medford city council visited several of these cities and gained information first hand in regard to the company and on their return immediately entered into the new contract.

But let us take the field and see how this company goes about the handling of a large contract such as is under way in Medford. First a few figures regarding the immensity of the job and then we will go for a ride with Arthur W. Clark, "the boss." Few of Medford's residents realize the immensity of the work now going on in Medford. In order that they may grasp this in a concrete manner here are a few facts and figures: Three hundred are employed, all for the most part, being expert workmen. One hundred and fifty horses are owned by the company, and they

are constantly trying to obtain more. Twenty carloads of material arrives and is used each day on the streets. The largest size of any asphalt paving plant is in operation. A rock screen is in operation which loads 400 wagons daily, scooping the material from the creek bed. Three steam rollers are in constant operation. One grader is in use, which plows up the streets and loads the dirt onto patent dump wagons. Eighty patent dump wagons are in use. Ten thousand sacks of cement are (Continued on Page 2.)