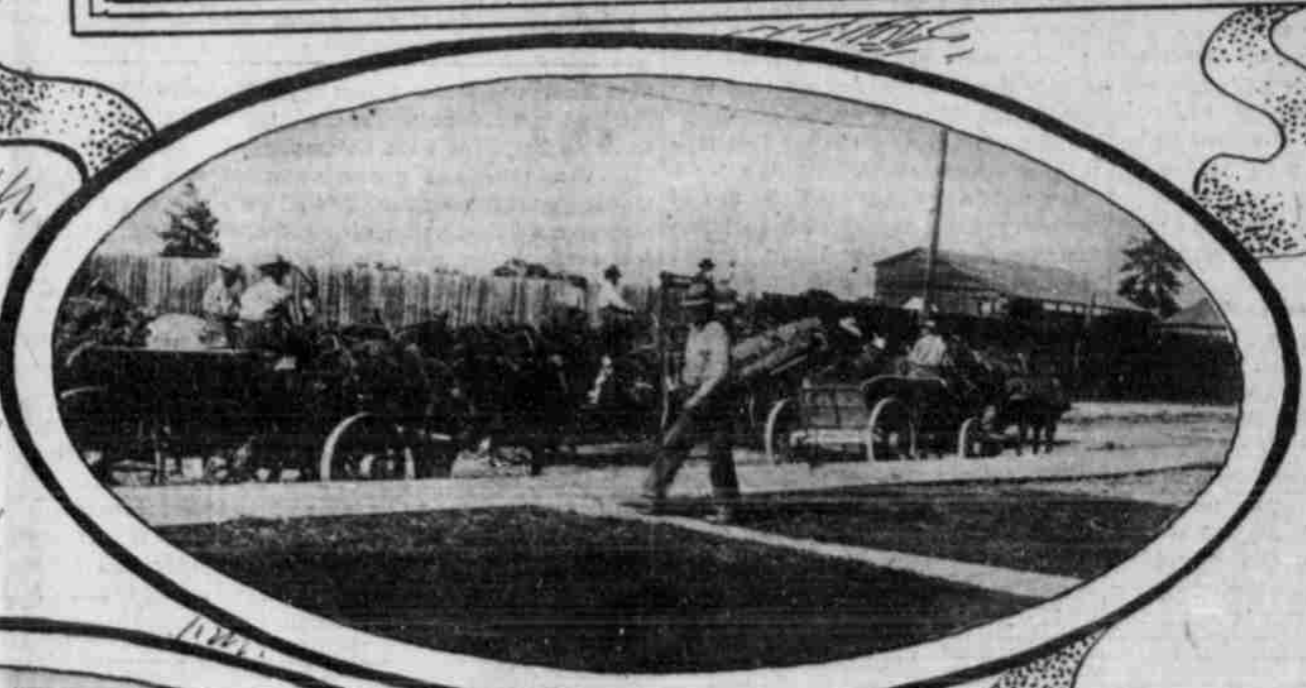
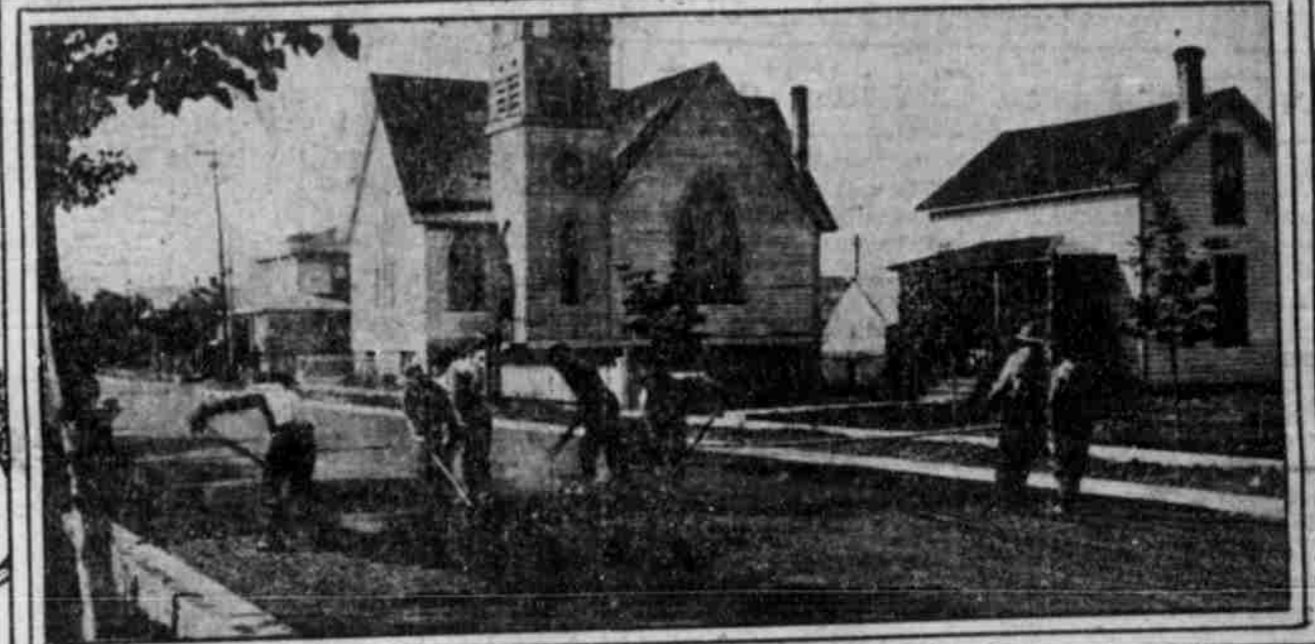
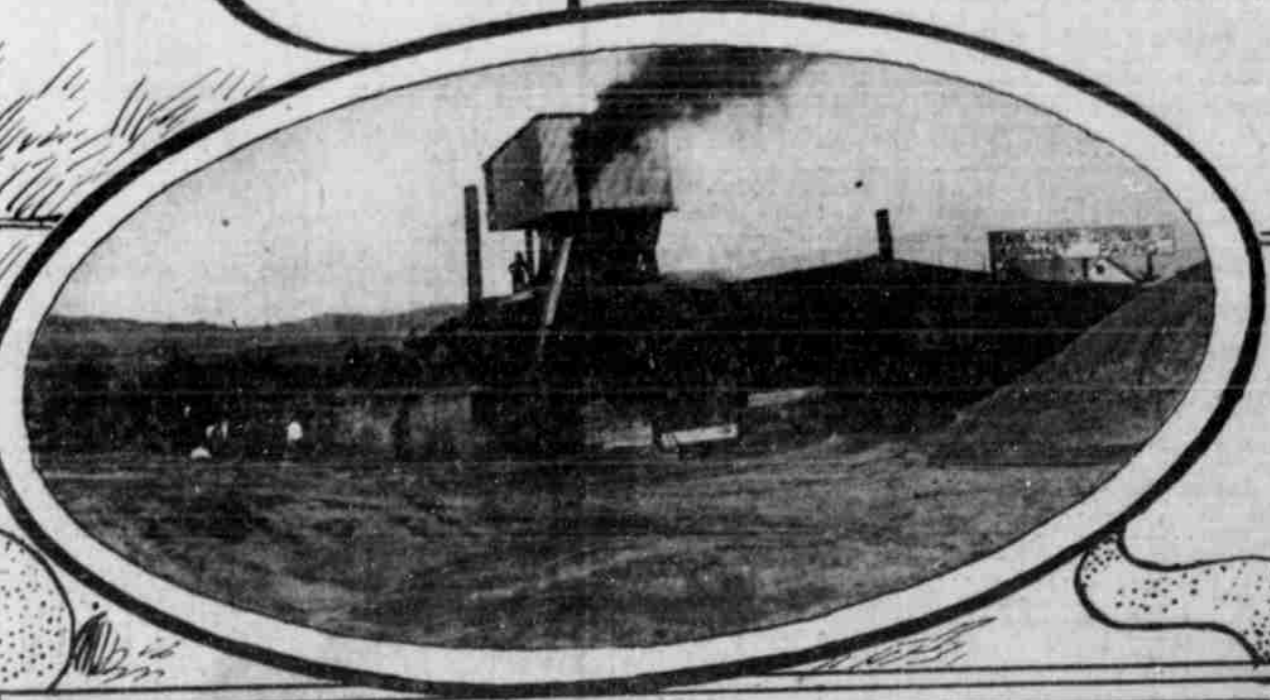
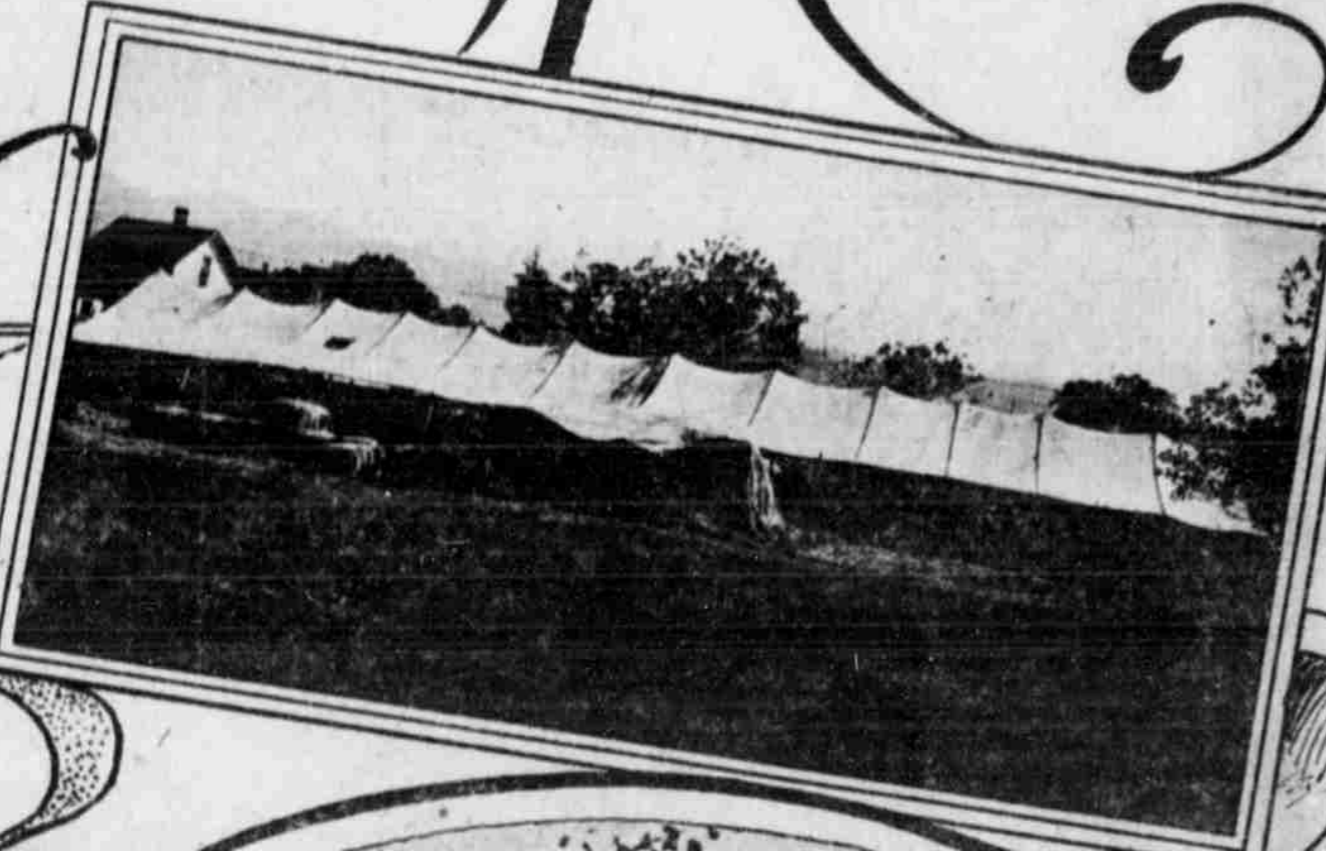


# Making MEDFORD THE BEST PAVED CITY in AMERICA



Paving Scenes in Medford, Showing the Clark & Henery Construction Stable, Paving Plant, Concrete Gang, Binder Gang, Concrete Mixer, Surfacing Gang and Curb and Gutter Crew.

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 336,277.80 square yards of pavement, or 16.77 lineal miles, or 39 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 year. The paving season in 1911 saw 179,253.15 square yards of pavement laid, or 22,229 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 1912 are now being contemplated. **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 has 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. This year, 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 \$824,307.20 for pavement. **All in Three Years.** 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 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. 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 is 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 evi-

denced by the fact that they have been awarded contract after contract for laying their asphalt pavement in the city. **The Company.** The Clark & Henery Construction company is a California corporation, in which W. R. Clark and Samuel Henery 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, Oak-

land 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 does its work well. Few people realize the size of the job such as Medford let this past season. Here are a few facts and figures: Three hundred men were employed, all, for the most part, being expert workmen. One hundred and fifty horses were employed, owned by the company. Twenty carloads of material arrived and was used each day on the streets. The largest size of any asphalt

paving plant was in operation. A rock screen was in operation which loaded 400 wagons daily, scooping the material from the creek bed. Three steam rollers were in constant operation. One grader was in use, which plowed up the streets and loaded the dirt onto patent dump wagons. Eighty patent dump wagons were in use. Ten thousand sacks of cement were piled about on the streets of the city. Fifteen thousand sacks were held as a reserve force in the warehouse in case a freight tie-up should occur so