

PAVING THAT WILL ENDURE

Reports of Mayors of Many Cities State Facts

The Warren Bitulithic Comes With First Class Recommendations Where It Has Been Used

The facts brought out at the meeting of the Salem Commercial Club the other evening ought to convince anyone that nearly every American city amounts to anything is doing expensive paving.

Letters were read from the mayors of forty cities, from the size of Salem, and even smaller, to the largest cities in the United States, expressing their satisfaction with the Warren Bitulithic pavement.

The business parts of this city, where single store fronts rent from \$40 to \$100 per month, can well afford to put down some substantial kind of pavement.

The variety and the terms with the contractors can well be left to the business men and property owners, so long as the city permits no grafts or favoritism. This is an age of general intelligence, and paving frauds and scandals are almost impossible.

What Other Cities Say.

The mayor of Salem, New Jersey, says they have had the bitulithic pavement three years, are laying more each year, and have not paid out a cent for repairs.

This statement alone is worth considering. Our climate is very favorable to such a pavement, and it means dustless streets in summer and mudless streets in winter.

Allentown, Pa., reports that Warren's waterproof bitulithic pavement has stood two years without a flaw, and they are laying a mile or more this year.

The mayor of New Bedford, Mass., where they laid 20,000 yards this year, says he cannot speak too highly of it. He has been mayor for ten years, and has tried all kinds of pavements, he says, and knows none that stands weather, severe winters and heavy traffic as well as that does. That is probably an intelligent business community.

Norristown, Pa., has laid 95,000 yards in three years, and says: "We are just as much in favor of this pavement as ever. It has been down during severe heat and severe cold. It does not creep in summer, or crack and disintegrate in winter. It does not hold snow or ice as long as other pavements, is easily cleaned, insures an excellent footing for horses in wet and dry weather, is easily repaired when cut for sewer, water or gas pipe.

Lynn, Mass.; Portland, Me.; Ontario, Canada; Kalamazoo, Mich., all report the same, and surely these are intelligent communities, and it is stated that they pay more per square yard than

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Salem will have to pay, because of the proximity of good broken rock material. The superintendent of streets, Boston, Mass., writes: "The pavement is perfectly satisfactory, is not slippery, is waterproof, sanitary, and easily cleaned. We shall lay more." And Boston knows a thing or two about street pavements, having all kinds, but gold. A Cincinnati Report. A special committee of the city council has made an exhaustive report on pavement, and recommends the Bitulithic above all others, for its freedom from mud and dust, freedom from cracking, absence of any slipping of horses' feet, color being dull, restful gray, simple of construction, easy to repair, noiselessness, can be laid over any good macadam or gravel foundation, cost being less than some other kinds of pavement that have not proven so good. Why multiply words. This pavement is praised in every town or city, that has invested in it. Almost the whole expense of laying it will be expended among our people. These original letters and reports from all these cities and others have been written within the present month, and can be seen in the original at The Journal office. This city should lose no time in getting to work on putting down some of this pavement if a satisfactory agreement can be reached with the property owners. Fred Fish leaves this afternoon for an over-Sunday visit at Portland.

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