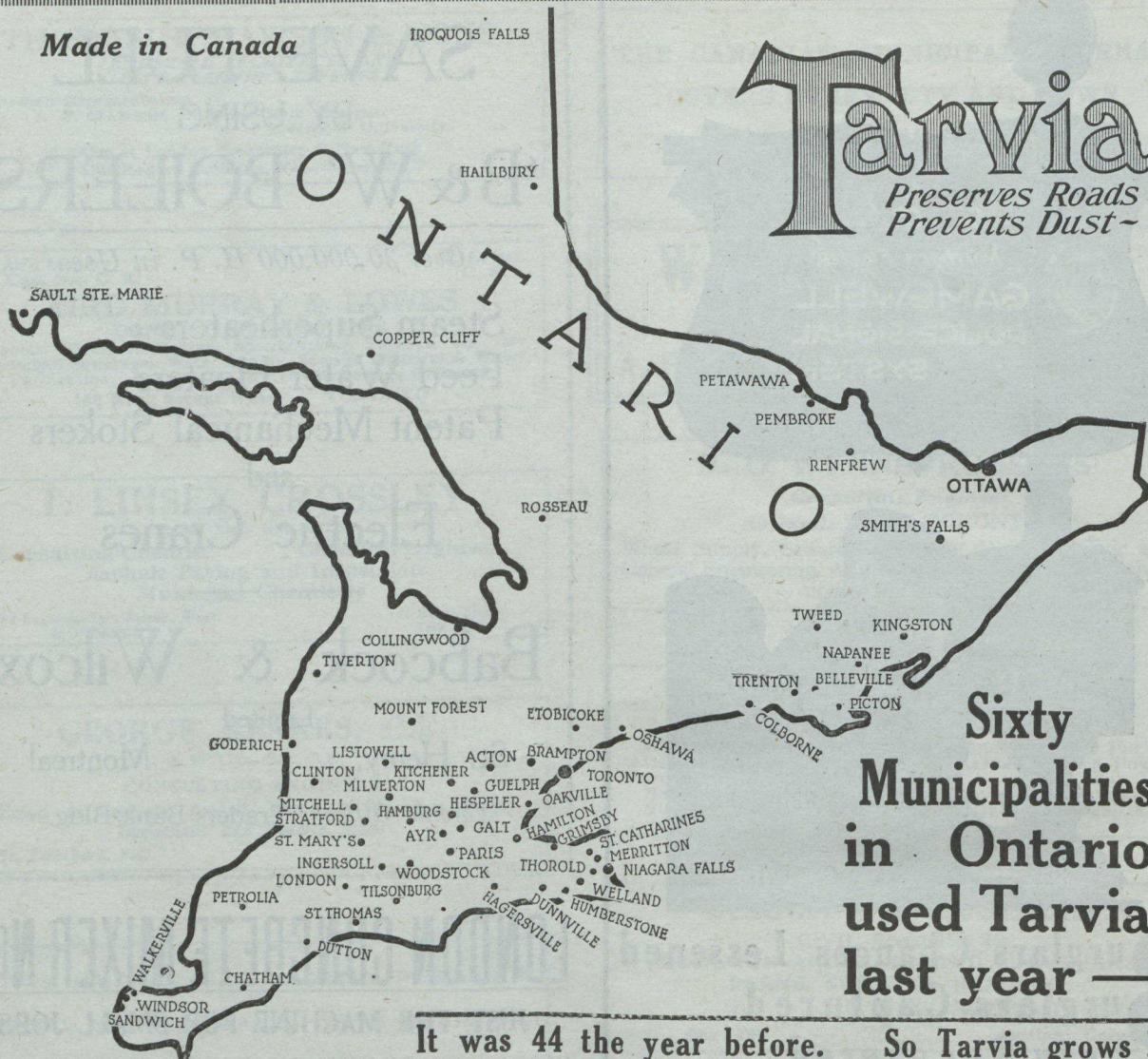


Made in Canada

It was 44 the year before. So Tarvia grows !

Some of these towns used "Tarvia-B." They sprayed it cold on their old macadam and it united with the stone making a tough surface that defied automobiles, water, and frost. On roads where it is suitable one inexpensive treatment lasts from one to three years, according to traffic.

Some of these towns used "Tarvia-A." This is denser and heavier than "Tarvia-B" and is applied hot. It is more costly than "Tarvia-B" but more durable in its results on park and pleasure roads. Stone screenings are usually applied when "Tarvia-A" is used, and this grade of Tarvia has the necessary bonding power to cement the new material to the roadbed.

Some of these towns used "Tarvia-X." This is the heaviest and densest grade, being so dense that it will bond the broken stone within the road; preventing internal movement and attrition and excluding frost. "Tarvia-X" was used for new roads and reconstruction work, and its benefits will be apparent for many years.

Some of these towns used "Tarvia-KP," a special grade for patching. They cleaned out the hollows in their old roads, painted them with "Tarvia-KP" filled in with "KP" coated broken stone, tamped it down and coated the top with more "Tarvia-KP" and a little stone dust. Thereby they made the weak spots equally as strong as the rest of the surface.

Some of these towns used all four kinds of Tarvia, each for its peculiar work.

All these towns saved money by using Tarvia, and secured better roads.

Special Service Department

This company has a corps of trained engineers and chemists who have given years of study to modern road problems. The advice of these men may be had for the asking by any one interested. If you will wire to the nearest office regarding road problems and conditions in your vicinity, the matter will be given prompt attention.

The **Barrett** Company
LIMITED

MONTREAL

TORONTO

WINNIPEG

VANCOUVER

ST. JOHN, N.B.

SYDNEY, N.S.

HALIFAX, N.S.