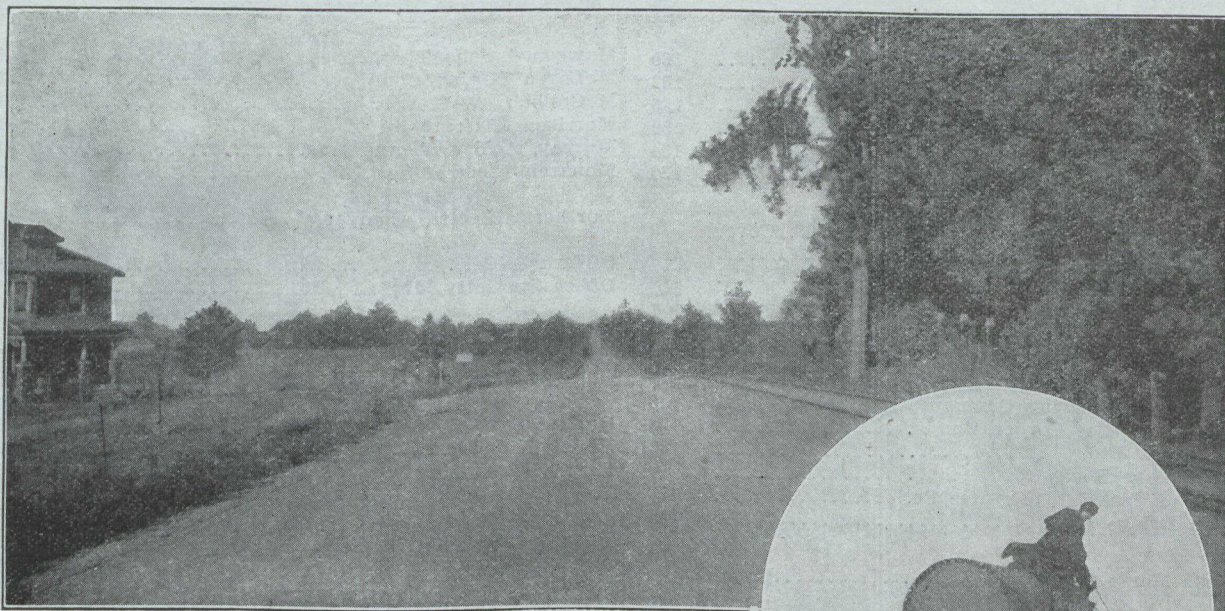
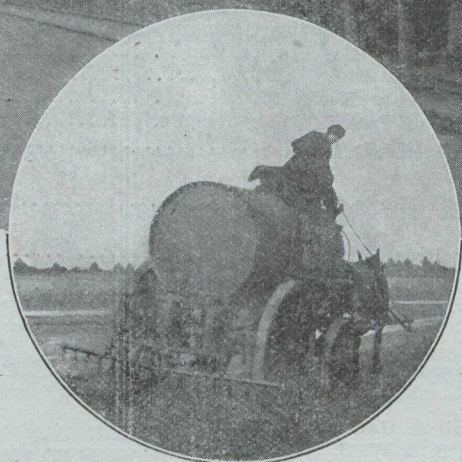


Made in Canada

Kingston Road, Scarboro, York County, Ont., Treated with "Tarvia-B" in 1916. Illustration in circle shows the spraying of "Tarvia-B."



The Road Engineer's Duty in War-Time

Cutting down of capital expenditures and a larger use of tar for maintenance to prolong the life of the old roads, is what England is doing.

The **Engineering News-Record** for November 29th quotes the typical experience of Sheffield. In effect, the report shows efforts at making old roads last longer, and for this purpose tar in increased quantities has been used as a binder. The article says:

"An outstanding feature of highway work in Sheffield is the remarkable success of the tar-macadam roads, which are exceeding expectations both as to length of life and low cost of maintenance. * * *

"Such work will more than pay for itself, besides being advantageous both to vehicular and pedestrian traffic. * * *

"An increased area has been tar-sprayed, or tar-painted. In this way many of the old water-bound roads, which otherwise would have needed reconstruction, have been kept in serviceable condition.

"When first adopted, the tarring of road-surfaces was looked upon chiefly as a remedy for the dust-nuisance; it is now proved to be one of the most effective ways of securing economy in road maintenance, and has undoubtedly saved many roads which

without this protection would have gone to pieces during the last two winters, when the weather conditions were particularly severe. The area tarred this year will exceed one million yards, and there are special reasons for pushing this work as much as possible during the present summer."

It is obvious economy to preserve a road by having one man go over it with a tank-wagon of Tarvia instead of letting it break down till it requires the joint efforts of a quarry-gang and a road-gang to restore the surface. And such economy is doubly necessary in war-time, when money and labor are needed elsewhere.

Let us take our lesson from England. Tarviate our roads and thus postpone the need of resurfacing and restoration!



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 write to the nearest office regarding road problems and conditions in your vicinity, the matter will have prompt attention.

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