

Send NOW for Free Book and Sample!

For more than five years I have been experimenting with our experts to find the BEST culvert for all-around uses. We sought the markets of the world for one that was just right; and we didn't find it. If we had, we'd have bought the patent rights for Canada. Finally, last Spring, we struck the idea. Then we put in some expensive months in making that idea better,—and NOW we've got a culvert that is so far ahead of any other there's no comparison.

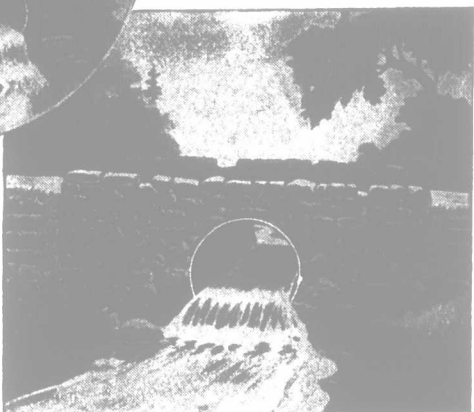
KNOW how 'way ahead it really is, you'll want to see the sample (sent free) and read the booklet (free, ditto). With that before you, you will soon see why every reeve, or warden, or town councillor, or anybody who has any use for culverts at all,—will find it pays to get in touch with me right NOW. I am asking you to lay aside your notions of what makes a good culvert, and a cheap culvert, and find out about this NEW culvert. I don't expect you to buy a foot of it until it PROVES to you that Pedlar Culverts are in a class by themselves, and that you can't afford to overlook them. Let us start that proof toward you soon—address place nearest you.



G. A. Pedlar
A few hours' work and a few dollars will put a modern and permanent culvert structure in place of a ramshackle bridge like this.



A structure like this, with Pedlar Culvert, won't wash out nor need repairs.



Learn about the strongest most practical most durable and easiest-laid culvert ever made

PEDLAR PERFECT GALVANIZED CORRUGATED CULVERT

Made of Special Billet Iron, Extra Heavy

In every size of Pedlar Culvert, which comes in all standard diameters from 8 inches to 6 feet, we use nothing but the best grade of Billet Iron, specially made for us, of extra-heavy gauge (14 to 20 gauge according to the diameter). This Billet Iron is curved into semi-cylinders—curved COLD, so there will never be any variation from exact dimensions; and it is then deeply and smoothly corrugated on a special press that puts a pressure of SIXTY TONS on every square inch of the metal. The corrugations, therefore, are uniform and very deep.

Galvanized AFTER Being Pressed Up

When the corrugating process is done, the sections are galvanized by our exclusive process that covers the entire surface with a thick coating of zinc spelter. Every edge, every crevice, is heavily coated with this rust-proof, corrosion-proof galvanizing; not a spot is left unprotected. This is the ONLY culvert galvanized AFTER being shaped. It is ABSOLUTELY RUST-PROOF.

Frost-Proof, Rust-Proof and Wear-Proof

This triple-rib flange-lock principle, found only in Pedlar Culverts, not only adds greatly to the strength of the piping and makes a perfect joint—practically as good as if welded—but it also allows for expansion and contraction under cold or heat. Though a Pedlar Culvert, of any length, be frozen solid full of ice, it will not spring a leak. Send for sample and booklet and you will see why. State your probable needs and we will gladly quote prices.

Two men can ditch for, and lay more lineal feet of Pedlar Culvert in a day than four men can with any other culvert.



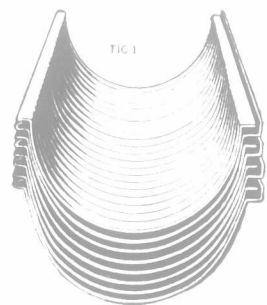
Can be readily laid by unskilled labor. Can't lay it wrong.

Will Stand Incredible Strains

The heavy-gauge Pedlar Billet Iron sections deeply corrugated and locked together without bolts or rivets by our compression triple-rib (this rib is flat, not corrugated), make a culvert that will stand enormous crushing strains and neither give nor spring. A thin cushion of soil on top is all the protection such a culvert needs against traffic; and no special precautions need be observed in laying it,—it will stand what no other culvert can.

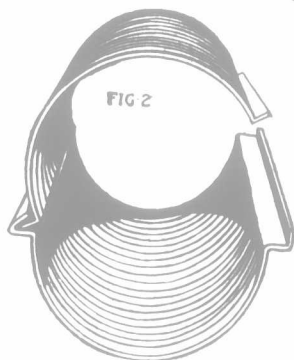
COMPACT—PORTABLE—ENDURING—ECONOMICAL

This Shows How It Is Put Together

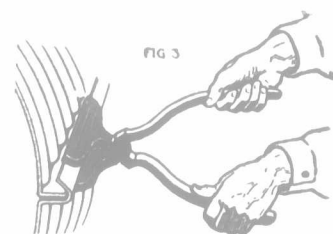


Pedlar Culverts are shipped in half-sections, nested—saving freight and making carriage easy in roughest country. Quickly and easily transported anywhere. Fig. 1 shows the half-sections or semi-cylinders, nested one within the other for shipment. One of the ribs is a radial flange, the other a re-curved flange. Sections are assembled as shown by Fig. 2.

Note that the ribs are flat, and the curved part of the cylinder deeply corrugated. These ribs add vastly to the culverts' strength. Unskilled labor, with a simple



tool, quickly clamps the flanges together, making a triple-fold joint that is tighter and better than any riveted or bolted joint could possibly be. Fig. 3 illustrates the simplicity of the Pedlar Perfect Culvert flange-lock—no bolts, no rivets, no makeshifts. This is the only culvert that is laid with broken joints—the overlap between ends comes in the centre of each length. No chance of leakage.



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SEND FOR OUR NEAREST WAREHOUSE.

WE WANT AGENTS IN SOME LOCALITIES.

WRITE FOR DETAILS.

MENTION THIS PAPER.