\$1,045 a year, or \$0.3483 per ton on an output of 3,000 tons. Interest on capital at 5 per cent. will amount to say \$522.50, or \$0.1741 per ton of output. The Dickson patents cover product as well as machinery, and have been assigned to Peat Industries, Limited. A royalty of 25 cents per ton is demanded under these patents on all pressed peat briquettes made in Canada. It must be said that this toll, if legally leviable, will be a decided obstacle to the progress of the peat industry. The Dobson machines are all covered by patents issued or pending, in this and other important manufacturing countries.

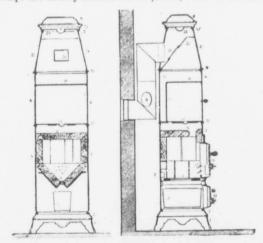
In the following figures an attempt is made to include all items of cost such as those for depreciation, interest, etc., which can only be approximate:

	per ton.
Manufacturing	\$ 1.0096
Cost of bog	0.0180
Depreciation of plant	0.3483
Interest on capital	0 1741
Royalty	0.2500
Total	8 1.8000

The price at which the Beaverton product sold at the factory in 1901 and part of 1902 was \$3.00 per ton. In the autumn of the latter year owing to the advance in price of all kinds of fuel, it was increased to \$3.75. There was good local demand for all that could be made. At \$3.00 per ton peat briquettes of good quality would sell readily in competition with coal at \$5.00 per ton and upwards. From conveniently situated plants they could be delivered with reasonable railway freights and sold in cities and towns at \$4.00 or \$4.50 per ton, at which price they would be about on an equality with anthracite at \$6.00 per ton.

SPECIAL APPARATUS FOR BURNING PEAT.

The special stoves and fire places of foreign design are all intended to burn machine peat, and hence are perhaps not entirely suitable for briquettes, which is the form so far taken by



Reck's fissure stove for burning peat

peat fuel in Ontario. They all aim at including a fuel magazine by which the feed will be automatic or partially so, and at a construction by which the accumulating ashes will not interfere with the function of the fire place and by which the air admitted for combustion will be fully utilized.

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