

The Standard

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ST. JOHN, N. B., THURSDAY, APRIL 11, 1912.

THE USE OF OIL AS FUEL.

Recent opinions and data relating to the steadily growing use of oil as fuel in the early development of the extensive oil shale deposits in Alberta. Evidence is accumulating that these deposits will eventually be a very important factor in building up a new industry of far-reaching importance to the Province. Referring to the prospect of the oil engine superseding steam power, Sir Marcus Samuel of London, England, a well known financier, speaking before the Institution of Naval Architects, recently, stated that the oil fuel engine, now in commission, demonstrated that those who continued to build steam driven vessels were only courting disaster. Sir Marcus assured his hearers that his company, which possessed seventy vessels, would never build another steam ship. "There can be little doubt that the mercantile marine of the world will adopt the oil engine for the motive power of the future, providing the supplies of fuel oil can be assured."

Commander Howe of the Canadian navy lectured the other day before the Ottawa Branch of the Canadian Society of Civil Engineers and stated that the British Admiralty were using more and more fuel oil. Some times, as in the case of smaller vessels, for propulsion in conjunction with oil engines, in other cases for raising steam by combustion under steam boilers, both separately and also in conjunction with coal. Also that oil was being used, with internal combustion engines, for the production of power required for light and for the operation of subsidiary machinery.

Major Gullio Pannini, of the Italian corps of naval architects, stated: "For an equal evaporative power and consequently for an equal radius of action, liquid fuel leads to a saving of 40 per cent. in weight, and this equals approximately 4 per cent. of the total displacement of a battleship, 10 per cent. of that of a destroyer and 16 per cent. of that of a scout." As to space one ton of coal takes up 42 cubic feet, whilst one ton of oil only requires 38 cubic feet, and as one ton of oil is about equal to two tons of coal, so the relative space occupied is 38 feet to 28 feet. The further states: "The cost of working with liquid fuel is notably cheaper than that of working with coal, since the heavy expense involved by the frequent repairs to the grates, the ash buckets and other accessories are not incurred; the fireproof lining has a greater wear than in the case of boilers fired with coal; liquid fuel also requires less men in the stoke holds."

Whilst economy of propulsion is the governing factor in the mercantile marine, in the Navy other factors have to be considered, so whilst it is certain that a large and probably an increasingly large quantity of oil will be used by the navies of the world, a very large proportion of the oil used will probably be burned under the steam boilers. "Engineering," published in London, England, has lately been giving lists of sea going boats projected or in commission now using marine oil engines, besides the well known vessels Toller and Vulcanus. Besides this list recent vessels state that in two weeks between January 28 and February 10, orders were received for 20 Nornberg Diesel oil engines, totalling 10,570 brake horse power, including two engines each of 2,000 brake horse power and two engines each of 1,600 brake horse power. The Russian Steam Navigation and Trading Company have placed an order for six oil driven vessels for use in the Black Sea with the English ship building firms of Messrs. W. Denny and Bros., and John Brown and Co., Ltd.

For locomotives the science of using fuel oil to the best advantage does not seem to have received the attention that has been given by experts to the requirements of the marine oil engine. It is worth noting, however, that two or three railways in the States, notably the Southern Pacific and some of the J. J. Hill lines in the State of Oregon have for some time been burning oil under their locomotive boilers and that the C. P. R. is likely to do the same upon some of their lines in British Columbia.

In England the Great Western Railway Co. have lately installed on their Windsor Branch an experimental coach designed by the British Thomson Houston Co., and fitted with a Mandsley petrol engine, which drives an electric generator, which in turn gives power to electric motors. The maximum speed is 35 miles per hour and the coach, as built, will accommodate 46 passengers. In the United States the McKen Motor Car Co. of Omaha claim that they have built over 100 cars propelled by internal combustion engines, using gasoline and that their cars are in daily service in the United States and Mexico. Whilst such motor cars may find profitable use for local traffic, they cannot be claimed to replace steam locomotion for through passenger traffic.

One size of these motor cars will accommodate between 80 and 90 passengers. There would, however, seem to be no reason why an oil engine locomotive should not be constructed which would replace the present steam engine locomotive, of power equal to that developed by locomotives used to draw passenger trains, even if it were found not practicable to build oil locomotives suitable for heavy freight traffic.

For the production of power on land by stationary engines—the power to be used for operating machinery, especially when such machinery has only to be operated for a few hours per day or for intermittent periods—the internal combustion oil engine will quickly find a place for itself when the necessary supply of oil is assured. The low cost of fuel oil as compared with that of gasoline, the elements of safety by the use of oil instead of gasoline, the ability to store oil practically without waste, will eventually cause the oil engine to be used where gasoline engines are now employed.

The editor of Engineering concludes a very able article with the following: "We do not forget the fact that one obstacle to a wider adoption of the oil engine is the fact that prices of fuel oil will advance with its extended use." (Fuel oil is now selling in England at double the price asked in California.) "This fear is based not so much upon any likelihood of the demand overtaking the supply, as upon the supply being in the hands of a comparatively few large companies who may manipulate the markets. New fields are being opened out, the total annual production has doubled in 7 or 8 years and promises this year to be about 50,000,000 tons of crude oil, which will yield something like 20,000,000 tons of fuel oil suitable for engines."

These reports and opinions give indication of the importance of the fuel oil which can be retorted from the New Brunswick oil shales. The output when the industry is fully developed is estimated at 500,000 tons per year. As a new enterprise it will be of immense value in the development of the Province.

WHERE IGNORANCE IS BLISS.

An amazing display of ignorance of Canadian affairs is shown by a New York Journal, the American Banker, whose remarks are quoted and their inference condemned by the Vancouver News-Advertiser. Says the Banker:

"Across the northern border, the Canadian Provinces, while they have no slavery issue to vex them, still have the tariff; and the four Western Provinces are angered against the East for the rejection of the Reciprocity Treaty with the United States. Western Canada is dominated by wheat growers, and the wheat growers are not protectionists, while the Eastern Provinces are controlled by the manufacturers and the trusts. Already a movement is on foot to organize the four Western Provinces into an independent commonwealth which will be free to adopt any commercial policy which is desired. This secession will not be the signal for a civil war, but it may force the hand of the Government and compel the reversal of the verdict of the last election. This outcome is made all the more probable by the fact that in the by-elections which have been held for filling vacancies in the House of Commons during the past few months the Conservative candidates have been defeated. The drift of popular sentiment is all toward Reciprocity, and the Conservative Premier and leader is proving a signal failure."

It would probably surprise the American Banker to find that two of the four Western Provinces, said to be "angered against the East for the rejection of Reciprocity," voted against Reciprocity more emphatically than any Eastern Province. British Columbia was more than any Eastern Province. Reciprocity, than any other nearly unanimous approval. Manitoba was next. If the other two Provinces are angry the objects of their anger are close beside them. If the American Banker can imagine these strong opponents of Reciprocity joining its supporters in an alliance to compel the reversal of their own verdict it has the gifts of a great poet.

As to the by-elections, fifteen have been held since the general election last September. In fourteen the Conservatives were returned by acclamation and in the other a Liberal majority was reduced from 641 to 210. This does not look much like a drift of popular sentiment towards Reciprocity.

Since the defeat of Sir Wilfrid Laurier three Provinces have held general elections. In Ontario the Conservatives had it all their own way. In Prince Edward Island a Liberal Government was defeated and replaced by a Conservative Administration, holding twenty-six seats. In British Columbia not a single member. Liberal was elected in a House of forty-two members. There have been four by-elections held in the C.P.R. Province of Alberta since the September landslide and all four went Conservative. In Nova Scotia there were two by-elections and both seats, although represented by Liberals formerly, returned Conservatives.

The swing of victory is with the Conservatives. Saskatchewan papers say that the Liberals have no more chance of winning the provincial elections there than Sir Wilfrid Laurier has of being elected President of China. Even in Quebec the Liberal outlook is none too promising. The American Banker should subscribe to a reputable Canadian journal and try again.

PRESIDENT TAFT AND PROTECTION.

President Taft is frequently depicted as a strenuous opponent of Protection who is energetically endeavoring to promote the introduction of Free-Trade in the United States. How far removed from the truth is this idea may be seen from the following quotation from an authorized interview with the President by Mr. Francis E. Leupp, which appears in the New York Times:

"The platform whose promises we are trying to fulfil does not contemplate such a cut in rates as would cripple any American industry. It takes account of the right of the American producer to a reasonable profit. The difference between the foreign producer's figures and those of the American producer, which I want to see used as the measure of protection for the American, is the difference between what each expects to get for his goods, allowing for a fair competitive profit for himself. . . . We are as far from the bald ideal of Free Trade as from that of the Chinese Wall. Each has had its day, and gone its way. It is everywhere recognized now that the foreigner is not going to be turned loose on our markets. His only function is that of a restraining influence."

These remarks of Mr. Taft hardly coincide with the views of the Liberal advocates of Reciprocity on this side of the border. Mr. Taft knows quite well that under the pact the United States and not Canada would have the advantage of "larger markets."

Current Comment

(Detroit Free Press.)

Great Britain is in bad health. Her internal economy is out of order, and unless drastic measures are taken she is likely to go from bad to worse until she becomes the object of general commiseration. The fact that the big coal strike has resulted in Government intervention after the country has suffered a loss of half a billion dollars, only temporarily alleviates the situation, and it is an open question whether the remedy applied is not worse than the disease.

(Victoria Colonist, B. C.)

The local Liberal organ tells us that it was Mr. Pugsley who originated the plan of harbor improvements. This will certainly be news to Mr. Pugsley, if any one ever tells him. To the best of our recollection all that Mr. Pugsley ever did was to say that he would recommend it to his colleagues after he had been urged to say something that would be useful for election purposes.

(Hamilton Spectator.)

The alarm of the people of Prince Edward Island over the possible introduction of potato canker in tubers imported from Europe, is not unwarranted. It would be better to get along without potatoes till our new ones come in, than run any risk of the spread of a vegetable malady which, once established, it is almost impossible to eradicate.

(Quebec Chronicle.)

With improved tariff relations there might be a chance for a steamship service between Quebec and the West India Islands. At any rate there is likely to be one from Halifax or St. John, and, as Sir William VanHorne has large interests in Cuba, it is hardly surprising to hear that the C. P. R. will establish a service from one of these ports.

(Hamilton Herald.)

Is it fair that public opinion in the country districts should determine what the regulations in towns and cities shall be? Local option is the fair and just way of dealing with this problem. Those communities which wish to taboo the liquor traffic completely should be permitted to do so.

(Quebec Mercury.)

The citizens of Guelph are always anxious to hear of new factories being added to our already large list. We have yet to hear, however, of any person growing ecstatic over the new mill that has just been added to the list.

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FEARS ANOTHER OUTBREAK IN THE YOUNG REPUBLIC

Peking, April 10.—President Yuan Shi Kai is urging the Dowager Empress not to depart from Peking to the summer palace for the president evidently fears that any movement at present of the Imperial family might precipitate another outbreak.

SUPREME COURT ADJOURNS SESSION

Dalhousie, April 8.—The Supreme Court adjourned until the 23rd inst. The case before the court at adjournment was a case of trespass between Wright and Hamilton of Eel River, brought by Wright against Hamilton. Dr. Walsh for the defendant, and Currie for plaintiff.

Miss Helen Stewart, who is attending the Provincial Normal School, is spending her Easter holidays with her parents, Sheriff and Mrs. James E. Stewart.

Allo LeBlanc is taking his vacation with his parents here. He is studying law at Laval University.

James Scott, of the Royal Bank of Canada, spent a few days with his parents, Mr. and Mrs. T. G. Scott.

Robert Lennox spent Easter tide in town the guest at Glen Cottage.

Hon. C. H. LaBrosse spent Easter with his family here.

Miss Muriel Brown, of Jacques River, is the guest at Miss Lena Hadow at "Bonnie Brae."

Mrs. David Henderson of Charlottetown, is visiting her sister here, Mrs. Daniel McDonald.

Miss McInerney on the High School staff spent her holidays at her home in Rexburg.

Harry Montgomery, manager of a branch of the Royal Bank of Canada in Vancouver, B. C., is spending his holidays with his mother, Mrs. Wm. Montgomery. Mr. Montgomery has been in the west for the past two years, and his rise has been rapid in his chosen occupation.

Thomas Scott is visiting his daughter Mrs. Hall in Boston, Mass.

Miss Ella Hamilton is spending her vacation with her parents at Point La Nim.

Wm. Wallace has completed his course in bookkeeping in St. John and has returned home.

Andrew Loggie, of the firm of A. & R. Loggie, is recovering from his recent severe illness.

Wm. Gallop while in Boston purchased two autos and a motor cycle for the Liberator. One machine is a powerful seven wheeled car.

The Royal Hotel has been opened under the management of M. Robichaud.

COUNCIL DID NOT TAKE VOTE ON MOTION TO RUN FERRY TILL MIDNIGHT

Continued from page three.

Ald. Hayes said that matter should have been brought up at the first of the year, not before an election. He would like to know what shifts the ferry employees were working, and whether the city would be justified in asking them to run the boats longer.

Ald. Scully said it was one of his schemes to run the boats till midnight.

Ald. Elkin said none of the city employees were so poorly paid as those on the ferries. Every other week the men were on duty 11 hours a day. They worked 30 days a month. The work of the captains and mates was very onerous and trying, and their pay was ridiculous.

Ald. Hayes said if Ald. Elkin had made his eloquent plea in January he would have supported a motion to increase the pay of the ferry employees.

Ald. Wigmore favored the principle of the higher pay but thought it should have been dealt with before the estimates were made up.

The section was defeated, Ald. Smith, Scully, Elkin and McDougall voting for the increases.

Ald. Scully's motion to have the boats run to midnight was not voted on.

Ald. Elliott moved that the ferry tickets sold at the rate of 1 1/2 cents be cancelled and that books of 50 tickets for 50 cents be sold, good for all hours. He had discovered that the new rates put a burden on the people of Charlottetown.

Ald. Scully thought the council should not take up this question in its dying hours.

Ald. Hayes said it was time they had a report from the harbor bridge committee.

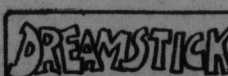
Ald. Scully said he could make a report seven miles long, but politics had got into the project and knocked it galley-west.

Ald. Smith thought the fares should not be interfered with.

Ald. Elliott said he was surprised at the attitude of Ald. Scully and Smith. It showed how much they had the interests of the West Side at heart.

Ald. Elliott's motion was not seconded.

The report of the appeals committee and the market committee was adopted and the council adjourned.



THE CAMPS WERE GATHERED
ROUND THE CAMP FIRE WHEN
GRIZZLY TOM CAME RUNNING
UP WITH THE FOLLOWING
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