

"Reliable" N° 1 The boring has now reached a depth of 136 feet, the average depth gone through in a day of 24 hours being 32 feet.

The other Engine supplied with Steam from this Boiler is one of 12 horse power, which is used for supplying the blast of air necessary for agitating the distilled Oil when it is being treated with Sulphur and litharge in the Refinery. This Engine is also in excellent order, and is nearly new; the still, tanks and pipes I find to be in good condition.

The refuse from the Still, which amounts to 15% of the Oil passed into it, is here used as fuel, and a most effective fire is produced, by passing a jet of Gas and Steam over this tar residuum. The same fuel is used for heating the Still; this effects a great saving by obviating the necessity of burning wood.

Two new Buildings, in one of which is the Refinery, are nearly completed; they appear to me to be well built and admirably suited for the storage of Casks of refined Oil, as they are close to the Railway siding. The Shipping tank is capacious, a new description of Iron tank, holding 75 barrels of Oil, is coming into use for its transport from Petrolia. These tanks are of the pattern, which the Oil Companies of Pennsylvania are compelled to use by the Government of the United States. They are new, strongly made, and well adapted for the safe carriage of Oil. As yet, in Canada, their use is optional.

The following Wells "Egon", "Moonlight", "Eclipse", "Parsons N° 1" and "Parsons N° 2", are all connected by Pipes with the "Reliable" Still and Refinery as well as with their own Shipping Tanks. These Pipes seem to be in good order. The water supply at the "Reliable" Well is good and sufficient.