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The Motor Fuel of the Future

Coal and alcohol will be the sources of the nation's future supplies of motor fuel, it was predicted in addresses at an interstate symposium of the American Chemical Society held in New York recently. Dr. A. C. Fieldner, chief chemist of the U.S. Bureau of Mine, asserted that America must turn to coal when gasoline stocks begin to vanish. "For the United States, coal is the logical source of liquid fuel substitute for petroleum gasoline," Dr. Fieldner said. We read further in a press bulletin issued by the society:

"Dr. Milton C. Whitaker, of New York, president of the U.S. Industrial Alcohol Company, declared that the superiority of alcohol gasoline fuels is now safely established by actual experience."

"In the United States, Dr. Whitaker said, a struggle is going on between industrial needs and the beverage-taxing habit. He attacked what he called an attempt by prohibitionists to shift the costs of law enforcement to the new alcohol industries, saying:

"While our Government has been liberal, as governments go, in the extension of the tax-exemption to industrial alcohol, it must be said that the right of tax relief has been granted gradually, and the manufacture and use of industrial alcohol has been hampered by many expensive restrictions."

"These restrictions have been recently increased by the advent of a great social experiment known as Prohibition. A substantial proportion of the cost of Prohibition is already be-

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try's great mass of unmined coal, constituting over sixty per cent of the world's reserve, will still be in the ground when all the petroleum available by drilling and pumping methods becomes exhausted.

"This mass, existing within 3,000 feet of the surface, aggregated, he said, the figures of the U.S. Geological Survey, three and one-half billion short tons. If this coal were all in one solid cube, it would measure eighteen miles long, eighteen miles wide and eighteen miles high.

"It is recognized," Dr. Fieldner went on, "that shale oil and alcohol from vegetable matter will contribute considerable quantities of fuel, but they can not carry the bulk of the load if we are to continue using anything like the amount of gasoline consumed to-day."

"The average oil shale yields little if any greater quantity of distillate per ton than may be obtained by the low-temperature distillation of bituminous coal, and coal has the big economic advantage of being mined near the centers of the population and in furnishing a residue that can be sold as a relatively high-priced smokeless domestic fuel.

"Most of our shale is found in the sparsely populated Western States, and the residue is worthless. The amount of alcohol that can be obtained from the fermentation industries is also limited.

"The diversion of any considerable acreage to growing vegetables or grain for motor fuel would cut too deeply into our food supply to be tolerated.

"The gradual failure of the yearly output of petroleum gasoline to meet the increasing needs of the automotive industries, with the consequent rise in prices of motor fuel, should stimulate the carbonization of coal by both high and low temperature processes.

"The automobile may yet help to bring about, to no small degree, that desired millennium when the atmosphere of Pittsburgh will be as free from smoke as when George Washington first beheld the beautiful valley of the Monongahela River.

"This ultimate aim can be accomplished by processing all coal, except perhaps inferior grades, by carbonization processes yielding gaseous, liquid and smokeless solid fuel."

"Dr. Fieldner said that the time for motor-fuel research is here. We may need some gasoline substitutes in five years, and it may be twenty-five years, he said, pointing out that both France and Germany have established motor-fuel laboratories."

Shoemakers, take notice! Buy Muskoka high grade Sole Leather. New stock just arrived, trimmed and untrimmed. BOWRING BROTHERS, LTD., Hardware Dept.,—nov18,25

Gompers
A BRITISH-BORN AMERICAN LABOR LEADER.

Those interested in labour conditions across the Atlantic will read in the biography of Samuel Gompers, the American labour leader. Gompers was born in London, and, as the Times reviewer states:

"No trade union leader in any country has wielded so much power for so long a period as Samuel Gompers."

"He was president (except in the year 1895) of the American Federation of Labour from its formal creation in 1886, out of an older body, to his death, which occurred during the Pan-American Labour Congress, held in Mexico City at the end of 1924. His ascendancy in the Federation—the only large, stable, and lasting organization of the kind in America—had so increased with time, and the Federation had so increased in power, that he became a sort of sovereign invested, with a peculiar dignity and authority, with a tribute to his length of service and his personality. He was a trade unionist of the old type."

"The family, which belonged to a Dutch branch of an old Austrian Jewish stock, had emigrated from Spitalfields to New York in 1863, when Samuel was only 12 years old and too young to know much about trade unionism. His views were gradually developed in the atmosphere of New York by working experiences, surrounding conditions, actual struggles, the influence of older men—for the most part neither English nor American—and, above all, by reflection. He tells the story in great detail."

"He had been apprenticed by choice to his father's trade of cigar-making—after a brief trial of shoemaking—when only ten years old, and he went on with it in New York. There were already cigar-makers' unions there, and he joined one as a matter of course, but he had then no conscious appreciation of the labour movement. When only 16, however, and in his first situation as a journeyman, he was chosen by the older men to present their grievances and demands to the employer. This shows that there must have been even then something exceptional about the lad, and about his employer's firm. He began with ridicule and intimidation, and then tried bribery—but the boy was not to be moved. I track by the

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Moose Shows Lack of Ear
Huntress in Queens County Has Uncomfortable Close View.
CALEDONIA, Nov. 12.—Mrs. L. R. Gates, recently camping with her husband at Round Lake, near the old Annapolis Road, attracted the attention of a large male moose, which gave evidence of a desire for closer acquaintance. There had, previously, been no sign of moose, and Mrs. Gates, taking her shot gun, one morning, started along the main road to hunt partridge.

devoted. Building up trade unionism in America was a heavy task, heavier even in some respects than it had been in early days here, because of the mixture of nationalities, the rapid changes, political conditions, and multiplicity of movements. The title of the book which is well worth reading, is "Seventy Years of Life and Labour: An Autobiography." By Samuel Gompers.

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wheels, and not wishing to meet travellers, she re-entered the wood road. As she did so, she was confronted by a large moose, which stood regarding her with apparent interest. It was the sound of his horns striking against the trees, that she had heard.

In her surprise she exclaimed aloud, "Great Heaven, a moose at last—and nothing but a shotgun!"

The moose took a few steps toward her, and paused. She raised her gun, but remembering that it was loaded only with shot, lowered it and replaced the shell with a single bullet. She again raised her gun, but considering that should the one bullet prove less than fatal, she would be in con-

siderable danger from the wounded animal, she again lowered her gun, whereupon the animal came walking toward her. In a panic she shouted to her husband, half a mile away, and the monarch of the forest, after regarding her for a moment, turned and walked leisurely into the forest.

Mr. Gates measured the distance from the animal's tracks to the spot where his wife had stood, and found it to be less than 60 feet.

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