

Bunbury has been a bad boy, a very bad boy; but his coming of age is of so recent a date that he may yet turn over the metaphorical new leaf, and become a worthy colonial off-shoot of the old Somersetshire family, members of which have served their Queen and country honorably and with distinction at home and abroad.

After passing through the usual course of training at Sandhurst, this young gentleman, whose temporary disgrace is indirectly due to Monson and the money-lenders he represented, obtained a commission in the army, and was sent to Aldershot. After losing a lot of money by betting, his father was called upon to pay some \$3,000 to the notorious gang, recently convicted for defrauding insurance companies. Bunbury then abandoned the turf and essayed his hand at card-playing, and lost another lot of money to "one Baker and another person who styled himself a baron." Then the bold, bad lad was ordered to Gibraltar, but one of the bills he left behind him fell into the hands of Monson. Being pressed for payment of his debts, Bunbury left his regiment without leave, and returned to London. Then came the end. Encouraged in his evil-doing by Monson and others, he at last resorted to forgery, with the result hereinbefore set forth. This story of extravagance and recklessness is one that is old as that of the prodigal son, and Kipling in *Certain Maxims of Hafiz*, philosophically says of such as one as Arthur Frank Bunbury.

'The kid was ordained to be sold.'

At the same time, it becomes a matter of the most serious nature if, in addition to all the temptations strewn in the pathway of young men, they have to face the new perils disclosed at the recent trials of Monson and Victor Honour, who, not content with starting their victims on the road to ruin, also rendered their early disappearance from the world desirable by insuring the lives they had blasted.

Possibly, in Africa, there may be found repentance, and a new career for this "tall, gentlemanly young Englishman;" but in a certain home down in the pretty county of Somerset, there is mourning over the prodigal son, whose brief career in the army has ended so disastrously.

Liquid Fuel for Steamers.

In April last we had occasion to notice in these columns the invention of a roller steamboat. Mr. Knapp, the designer of the craft in question, proposed to trundle the strange creation of his ingenuity (a sort of floating palace hotel and warehouse pendant from a shaft piercing an elongated paddle wheel) across the ocean, maintaining for his invention that it "utilized the forces of nature" by rolling over the waves instead of ploughing through them. Now the English steamship companies are being called upon to consider a proposal to substitute liquid fuel (refuse petroleum) for coal. Among those on board the steamship "Haliotis" during her recent trial trip on the Thames were

the Chief Engineer of the Admiralty and representatives of several of the leading steamship companies. The "Haliotis" has been designed and built for the oil-carrying trade from Borneo, and the interest taken in her trial trip was owing to the circumstance that her furnaces are fitted for burning refuse petroleum. The idea is not a new one; but some unusual advantages are claimed for the mechanism introduced in the case of the "Haliotis." The *Insurance Post* in the course of some criticism of the proposed use of liquid fuel for ocean-going steamships says:—

"From the bunkers, which are so constructed that they can be used either for oil or coal, the oil is pumped to a service tank above the boilers, whence it flows by gravity to a device at the furnace doors, where by means of a steam jet it is "pulverised" or broken into spray. Its combustion is carried out without any layer of incandescent coal such as sometimes employed with liquid fuel. Several advantages are claimed for this method of firing the boilers of steamers. In the first place a given weight of oil develops more heat than the same weight of coal, which means a reduction in the dead weight of fuel that must be carried for a voyage. In trials with the "Haliotis," it has been found that 2.27 lbs. of ordinary north country coal were used for each indicated horsepower per hour as compared with 1.69 lb. of oil, and in the eastern trade, where steamers have to rely on inferior Japanese and Indian coals, the comparison must work out still more in favour of the liquid fuel. For example, a boat requiring a minimum of 500 tons of coal for her voyage from Aden to Singapore would have an ample fuel supply with 300 tons of oil, thus largely increasing her cargo capacity. Another advantage is the speed with which fuel can be taken on board. While the rate at which coaling is performed does not as a rule exceed 60 or 80 tons an hour, 400 tons of oil can be pumped into the bunkers in the same space of time. Then again, an immense saving of labour is claimed with the use of oil fuel. Once the burners are regulated, the supply goes on automatically, and it is said that a whole voyage may be performed without once opening the furnace doors.

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Of course, liquid fuel has its disadvantages. The steam used in the burners involves a serious loss of fresh water—an important item on an ocean-going steamer—and it is not pretended that the direct cost in this country under present conditions is so low as that of coal, whatever may be the case in regions like that of the Caspian, where the steamers are all fired with petroleum refuse burnt in much the same way as on the "Haliotis." And, in connection with its use for the navy, one fact of supreme importance must be remembered. None of the great petroleum fields of the world are on British territory or under British control, and it would obviously be sheer folly to make our ships depend on a fuel the supply of which could not be absolutely assured.

Our English contemporary seems to have overlooked the fact that the "Haliotis" and other steamers similarly fitted will not be dependent on a supply of petroleum. For, as the *Post* states in describing the new steamer, the "Haliotis" is available for coal in the ordinary way, if required, it being possible to "make the necessary alterations for a change of fuel in about twelve hours." The use of gas for cooking purposes