

## RECIPE FOR WEDDED BLISS SAYS NEITHER RULES ROOST

Deputy Clerk Will Print a List of Don'ts for Newlyweds.

New York, Sept. 22. — Thomas J. McCabe, City Clerk in charge of the Marriage Bureau in The Bronx, is a happily married man. Furthermore, he is a willing philosopher and friend to every young couple contemplating entering the holy state through the legal processes of his peculiar office.

The genial McCabe has prepared a tentative list of "don'ts" for prospective matrimonial adventures. He plans to have them printed on neat little cards with an embossed wreath of orange blossoms or some such design.

But he is withholding his order for a few days pending possible suggestions of additional "don'ts" from persons of even wider and more comprehensive experience. He would like to receive one or two—perhaps more—from some persons not so happily married as he—and who are sorry for it. He might, if the suggestion commend itself to him, even accept a suggestion or two from some person for whom the marriage business didn't take at all. But here are the rules that Mr. McCabe already has approved:

"Don't let wife or husband rule the roost. Don't try to do it yourself."

"Don't nag."

"Don't forget to show affection."

"Don't neglect to trust each other."

"Don't permit relatives to interfere."

"Don't blame the other for all the trouble."

"Don't forget to keep an interest in your family affairs."

"Don't imagine that one person only makes the home attractive."

"Don't forget you're married."

Delaware was named after Lord De la Ware, governor of Virginia.

## 3,110 Steamships Now Burning Oil

Number of Vessels Using Liquid Fuel Increasing Rapidly.

Oil has proved so much more advantageous than coal as a shipping fuel that oil-burning vessels now in existence aggregate 15,004,548 gross tons, comparing with 1,721,747 gross tons in 1914. Figures just issued by the Bureau of Navigation of the United States Department of Commerce, show there are 3,110 oil-burning vessels among the 29,246 vessels now in existence the world over, while in 1914 there were 201 oil-burners of a world total of 24,444, the figures not including sailing vessels.

This growth in number of oil-burning vessels was particularly rapid between 1914 and 1919, or during the World War, when the tonnage increased to 9,039,247 gross tons. In 1921 there were 13,374,632 gross tons of shipping in the oil-burning class. Since that year, or during 1922, 262 vessels were added to the oil-burning fleet, having an aggregate of 1,629,896 tons. The significance of these statistics is emphasized by N. O. Fanning in the Oil and Gas Journal, in the current issue of which he says:

"These statistics show that world shipping is rapidly turning to oil as a fuel, which means a steady gain in consumption of fuel oil. This is taking place despite the fact that oil companies, with few exceptions, have not pressed this end of their business, as they have realized that large gains in fuel oil consumption would make inroads on the supply of gasoline, on which the entire automotive industry depends for its existence."

Tanker Transportation.  
"In another respect oil is invading the seven seas. Tanker steamship transportation is becoming a more important factor in the petroleum industry every day. This is indicated by recent developments, which large oil fields were opened up close to seaboard. It is believed the undeveloped oil fields of the future will be for the most part close to the coast, where the oil can be transported in tankers chiefly to any part of the world. Crude or refined oil can be shipped in this way, so that tank steamship transportation comes in, whether refineries are near the fields or near the markets."

There are 32,000,000 acres of land on the island of Cuba.

Human hair varies in thickness from the 250th to 600th part of an inch.

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## PREDICTS ALCOHOL AS MOTOR CAR FUEL

Prof. McKee Announces a New Process for Making Methanol

Wood alcohol, now known to chemical science as methanol, will aid in meeting the national need for a new source of motor fuel, according to Dr. Ralph H. McKee, professor of chemical engineering in Columbia University, who described for the American Chemical Society a synthetic process for the evolution of this product. The raw materials used are natural gas, chlorine and lime.

"Methanol remains," says Dr. McKee, "the only product for the production of which the distillation of vast quantities of our most useful hardwoods is indispensable. The desirability of a synthetic method for the production of this product is accordingly evident."

Dr. McKee is one of a large group of American educators who at the sixtieth meeting of the American Chemical Society at Milwaukee, beginning September 10, will tell of striking advances made by chemistry in the solution of social and industrial problems. U. S. Produces Half Output.

"In normal times," according to Dr. McKee, "the United States produces about one-half of the world's supply of methanol. Previous to the war, this amounted to over 10,000,000 gallons a year, all of which was obtained by the destructive distillation of wood, for up to the present time the so-called hard-

woods have been the only industrial source of this compound.

"During the war the urgent demand for wood distillation products gave an impetus to this industry, which resulted in an increase in productive capacity of over 25 per cent. At the present time the productive capacity of this country is approximately 17,000,000 gallons of methanol, requiring the consumption of over 2,000,000 cords of wood per year.

"The yield of methanol obtained by destructive distillation amounts at best to eight gallons per cord of wood, which is less than 1.5 per cent. by weight of the wood. In addition, charcoal, acetic acid and acetone are produced. The war period, however, saw the development and establishment on a commercial scale of several competitive processes, of which acetic acid and acetone are the products.

"These processes are the fermenta-

tion process for acetic acid, the synthetic production of acetic acid from calcium carbide, and the fermentation process for acetone. Thus, with the exception of charcoal and methanol, these new processes offer competition on all the products formerly produced by wood distillation only.

"Moreover, developments in the metallurgy of iron and the improvements in the production of metallurgical coke have greatly reduced the demand for charcoal. Methanol remains,

therefore, the only product for the production of which the distillation of vast quantities of our most useful hardwoods is indispensable.

"The raw materials for methanol prepared by this process are natural gas, chlorine and lime. Natural gas is a cheap and plentiful raw material, which has not received the chemical exploitation it deserves. Certainly, it is a far more desirable source of methanol than our valuable hardwoods.

Chlorine is a raw material for which new demands are greatly needed, for the disposal of chlorine is one of the factors which has limited the growth of the electrolytic alkali industry."

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