"PRESSING.

"This dry, cold and disintegrated material—contrary to public opinion— offers more, resistance and friction against compression and consolidation than any other natural ligneous substance known, and discontinuing all at-tempts to press it against any fixed resistance or in any closed mould, Mr. Dickson devised and constructed his Patent Open-Tube Vertical Press, which, with moderate expenditure of driving power, and with only two formers or dies. Working against a yielding resistance, has an output of 11-2 to 5 tons of pressed peat per hour. The charges are evenly-disposed aut-omatically and gravitate towards the dies, and the formative pressure is always the same, irrespective of any varation in density of the auccessive-ly fed charges of material. The reduction of bulk from the raw material to the finished block is in the proportion of 6 to 1.

"PRO DUCT.

"The result of the foregoing cold dry process is the transformation of peat into blocks of fuel, each of which may be described as a novel article of manufacture, in the form of a hard dense block, containing all the fibrous carbonaceous, volatile and other materials and elements which are originally embodied in the raw peat, and an amount of moisture only corresponding approximately with they in the surrounding atmosphere.-

" ADVAN TAGES.

"The compressed peat fuel has the following advantages:

- "Intense meat. ..
- No sulphur. No clinkers. ..

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- No sóot.
- "Very small ash residuum. "Practically smokeless (when burned under proper conditious.) "No gas deleterious to animal or vegetable life.

"The percentage of moisture to which the inherent moisture of the peat is reduced will, of course, vary somewhat, according to the humidity of the atmosphere existing at the time and place where the fuel is manufac-tured, but the following general analysis of the manufactured peat fuel may be taken as a fair agarties. be taken as a fair average.

		•					• •	4						1.9	
Moistu	re		***	••	•		•••		•••	•••		· •••	•••	14	
"Volsti	le n	antte	r.	•••				•••		•••	·		•••	58.20	
" Fixed	CBI	bon			•	•••			• ••	••	•••	•••		26	
" Ash	••• 、			•••	•••	•				•••	·	•••	•••	8.80	
													10	0.00 "	1

Remarks on the Fuel.

The diameter of the cylindrical blocks of fuel will vary with that of the forming dies.

Bituminous coal may be said to weigh 78 lbs., unthracite 93 lbs., while compressed peat made from the Ellice bog in September, 1898, weighed 83 lbs., per cubic foot and would require only 35 cubic feet space to store one ton. The loss in transit will be inappreciable; the fuel is not is jured by frost; it will, not absorb moisture from a damp atmosphere, although a heavy shower would no doubt affect it, and thus it has been considered necessary to provide a covering for the fuel in store. /

There is no doubt that a higher efficiency for steam raising can