

KEYSTONE LUBRICANTS.

The Canada Lubricating Co., Toronto, are in receipt of a letter from Mr. J. W. Taylor, chief engineer of the steamer Persia, one of the large and popular fleet of steamers which ply between Toronto and Montreal, in which he alludes to the merits of the Keystone lubricating grease used by him on the machinery of that vessel. He says that having run a ten days test with Keystone grease, he has to report that the result was far beyond his expectations—that he had used the best greases on the market, as well as the best compound dopo known to engineers, such as they usually prepare themselves and his experience has been that one pound of Keystone grease will go farther and answer a better purpose than any other grease that he has ever used. He had, at the time of writing run two trips representing 164 hours on two and a half pounds of Keystone grease.

The makers speaking of this lubricant, say:—The Keystone Brand Lubricants afford the consumer the purest, the most economical, the safest and cleanest and most efficient form of lubrication known. This lubricant, owing to its perfect consistency, requires only a small quantity to minimize friction and feeds only when the machinery is in motion. It is applicable on every kind of machinery, engines of all kinds, locomotives, steamships, passenger coaches and freight cars, refrigerating and electrical, agricultural and wood-working machinery of all classes; all special kinds of paper and pulp machinery, cotton beaters and pickers, heavy bearings of all kinds, shaftings, etc., etc. It is a perfect reducer of friction, and will cool off the hottest journal in a short while. For further information, circulars, prices, etc., enquire of the company.

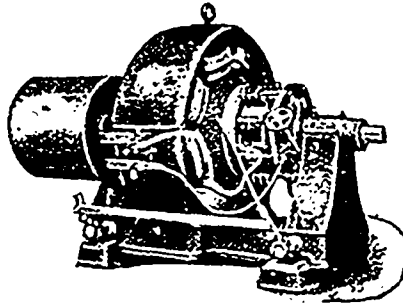
FORCED COMBUSTION.

Messrs. Mills & Rowan, in their exhaustive work on Chemical Technology, make the following pertinent statements regarding the subject of mechanical draft. The principles of what is now becoming well known under the name of "forced combustion" have been repeatedly advocated during past years by those who have devoted thought and study to the subject. The position assumed by them—which is now finding favor among engineers—has been, in brief, that the air supply required for combustion in furnaces can be more economically furnished by mechanical power than by the action of chimneys; and that the mechanical method has other advantages which enable it to be preferred to the one which is older, but more imperfect. One of these advantages is the higher temperature of combustion, which is equivalent, with a boiler of good design, to an increased evaporative power of the boiler, or to increased evaporative effect for the fuel. Another advantage, which has not been fully realized in any plan as yet introduced in practical work, is that the rate of travel and escape of flame and hot products of combustion is under control. It is thus possible to cool them more completely than can be done when chimney draft is used, and this means a saving of heat which would otherwise be uselessly dissipated. Mechanical or artificial draft thus presents to us a method of economically furnishing the air supply to furnaces and producing a more efficient combustion temperature, while it also renders possible further economies due to retarding the movement and escape of hot gases, and to preliminary heating of the air supply by waste heat or otherwise.

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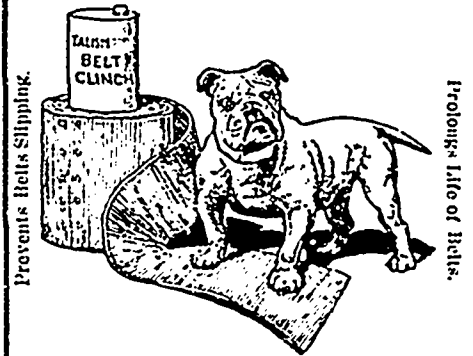
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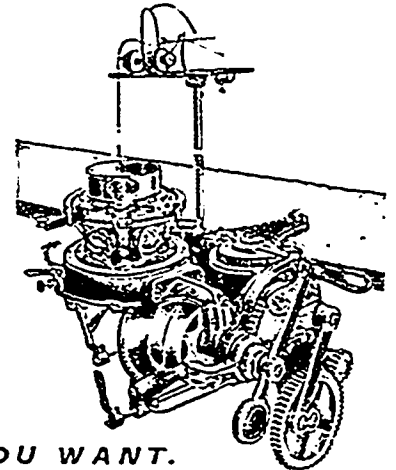
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