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OIL ENGINES FOR MARINE SERVICE.

While Canada may not, perhaps, stand out conspicuously as a country that has shown very great development along shipbuilding and marine engineering lines, there has doubtless during the past few years been a great impetus given to the shipbuilding and marine engine industry in this country, and there is every reason to believe that this will continue to go on indefinitely. For that reason it is interesting to note the changes that have recently taken place, so far as the adaptation of the oil engine to marine purposes is concerned.

A report just issued by the committee of Lloyds' Register calls attention to the fact that the British Admiralty during the past year have placed contracts for marine oil engines greater in power than ever anything attempted. This report states that there are Diesel oil engines now being built for thirty-four marine vessels, these vessels ranging in tonnage from two to two thousand tons, and the engines of various types ranging in power from 750 to 120 brake horse-power per set. This report states that from January 1st, 1910, to the present time there have been completed in the United Kingdom under the survey of the society fifteen oil-carrying vessels and nineteen other vessels constructed with oil-fuel bunkers. This will give our readers some idea of the work that is going on looking toward replacement of coal by oil for marine purposes. It furthermore states that five large engineering firms on the Clyde are now in a position to make Diesel oil engines for the largest class of ocean-going ships. All along the line the demand for steamers with oil fuel furnaces is increasing very greatly. Not only in Great Britain, but in other countries, this subject has been given a great deal of attention. Russia stands out notably as a country in which this work has been attempted in the most vigorous manner, and altogether it looks as though the oil engine, so far as its application to marine purposes is concerned, is quickly coming into its own.

This development is not without significance and interest for those connected with the shipbuilding industry in Canada, as signs are not altogether wanting which point to bigger things being accomplished by the yards in Canada in the days that are to come.

THE COMMERCIAL TREND OF THE PRODUCER GAS POWER PLANT.

In investigating general problems that relate to the fuel resources of the country and in testing fuels belonging to or for the use of the Government, the Bureau of Mines of the United States has given considerable attention to the efficiency and economic value of producer-gas power plants. Its engineers during the past eight years not only have shown a very low fuel consumption per horse-power hour for these plants, but have demonstrated conclusively the possibility of utilizing commercially low grades of bituminous coal, lignite, and peat in plants properly designed for the use of those fuels. The anthracite plant has been recognized as a commercial possibility for several years, although the cost of the fuel used has in general restricted these plants to comparatively small units.

The commercial development of the producer-gas power plant in America has been largely within the past six or eight years. The feeling of doubt in the minds of many regarding the future of the industry has led the Bureau of Mines to publish in a brochure the results of