

OIL INDUSTRY FOR GREAT BRITAIN.

The possibility of Great Britain producing all the oil it needs for the navy and other purposes by developing its home resources is discussed in a statement by E. H. Cunningham Craig, published in the London "Observer." Mr. Craig is technical assistant to Sir Boverton Redwood in the Petroleum Executive, and was formerly senior geologist to the Petroleum Research Department, which was under the Admiralty.

"Long before these departments were formed," he said, "I conducted researches on my own account into cannel coals and allied deposits, and when the Petroleum Research Department was formed I placed the results of these researches and all my time at their disposal.

"I am satisfied that a large new industry can be started in this country and worked profitably, even in peace time. Both petrol and fuel oil could be produced in fairly large quantities. I am, however, obviously not at liberty to make any statement on what has occurred since I became attached to the departments referred to."

Another high authority, in a statement made to the representative, confirmed the opinion that at least 100,000,000 gallons of oil a year can be produced by developing British home resources. "This possibility," he said, "has been well known to geologists and others for a considerable time. It would seem strange, therefore, that, having the wherewithal for the production of immense quantities of valuable oil at hand, we are to-day entirely dependent upon the oil which has to run the gauntlet of the U-boats, save the comparatively small quantity produced by the Scotch distillers.

"Mr. Lloyd George's statement to the effect that thirty-five cargo boats now under construction had had to be converted into oil tankers—i.e., ½ million tons of oil instead of the same quantity of food—not only gives rise to the question how many more boats would be available for the carriage of food if our own resources were developed, but at once makes the whole subject more than ever one of the most vital public interest. Why have these known resources not been developed? Why, as a result, are the people being deprived of food?

"When the unlimited U-boat campaign became particularly active a Petroleum Research Department under the Admiralty was established by Dr. Addison. The duties of this department were to investigate home sources of supply and methods of treatment. There are two methods of obtaining oil from bituminous material—the high-temperature and the low-temperature process. By the first named system the minimum amount of oil and the maximum amount of ammonium sulphate are obtained. The low-temperature process produces the maximum amount of oil.

"The high-temperature process is in vogue in Scotland, and the vested interests therein are very great and influential. The general adoption of the low-temperature process by the Government would be a serious blow to those financially interested in the high-temperature process.

"To carry into effect the recommendations of the Research Department, Professor Cadman proposed that he should form and direct a department, to be known as the Mineral Oil Production Department. Having secured the job, he appointed an Advisory Board, comprising representatives of the leading Scotch oil companies. Research under the chairmanship of E. G. Pretymann, M. P., and the able guidance of Sir Boverton Redwood as director, carried out exhaustive tests, and recommended the adoption of the low-temperature process.

"The Advisory Committee of Production naturally had too much at stake to advise production to carry out the recommendations of research. Hence research recommended, but production did not produce, and so we are short of oil, short of food and in imminent danger of our oil supply being cut off altogether, to say nothing of the fact that a great national industry is being held back.

"Sir Boverton Redwood, the greatest authority in the land, has resigned from his position as Director of Petroleum Research. The department has even been abolished. Production has not ordered a single plant. What the public has a right to know is:

"(1) Why was the Research Department, which was doing excellent work, abolished?

"(2) Who is the present Director of Production, and what are his qualifications to occupy the position of Director? together with the right to call for a public inquiry into the whole position, and the removal from office of those responsible for the abolition of the Research Department and the existing state of affairs."

THE FIRST STEAMBOAT.

The first steamboat was put on the Hudson River in 1807.

SHIPS COMMANDEERED.

The United States has commandeered 426 ships of all types with a tonnage of 3,029,508 since the beginning of the war.

BIG SHIPPING DEAL.

Nineteen steamers, totalling 121,000 tons deadweight are reported to have been sold from Run-ciman's Moor Line fleet to Arthur Capel & Co., at nearly £17 per ton, representing a deal of slightly more than two billions sterling.

YARDS TURNING OUT BOATS FAST ON COAST.

H. F. Alexander, president of the Pacific Steamship Company and a dominant factor in the affairs of several other enterprises, who visited New York last week, takes a hopeful view of business and crop prospects on the Pacific Coast. He says the lumber industry is thriving as never before, and that exceptionally high prices are being obtained for Washington and Oregon fir, which is used in the construction of first class wooden vessels.

"When it is said that more than 75,000 men are now engaged in shipbuilding on the Pacific Coast," he added, "you will have some idea of the remarkable activity that prevails in the industry there.

"Since December 1 the Seattle yards have turned out a ship every ten days—most of them 8,800 tonners—and by March 15 this record will be broken, as by that time the plants will be in position to complete a vessel every five days.

"Between \$200,000,000 and \$300,000,000, according to latest estimates, is represented in construction work now in progress on the Pacific Coast.

"There is great congestion of freight in California and Puget Sound. It has been exceptionally dry there for quite a spell. Within the past few days, however, it has been raining. The outlook is for a good average wheat crop in the Northwest.

"The lumber situation is thriving as never before and, naturally, unusually high prices are being obtained for Washington and Oregon fir, which are used extensively in the construction of first-class wooden vessels.

"There is every reason to look for continued prosperity on the Pacific Coast."

BRITISH SHIPBUILDING IN 1917.

In his speech in the House of Commons recently, Andrew Bonar Law, Chancellor of the Exchequer, gave the figure of British shipbuilding for 1917 as 1,163,474 tons. This is a good deal below the figure of 2,000,000 which was mentioned last summer as the figure aimed at. It is, however, a very decided increase on the shipbuilding output of British yards in 1916.

Figures of British shipbuilding, as given recently in "Fairplay," London, for the years 1913-1916 are as follows:

	Tons.
1913	1,920,000
1914	1,731,087
1915	688,000
1916	538,000

Outside of the 1,163,474 tons built in British shipyards last year, Mr. Bonar Law stated that 170,000 tons were purchased from abroad.

The figures announced by the British Chancellor of the Exchequer reveal a serious situation, inasmuch as it is now apparent that submarine sinkings during 1917 were nearly three times as large as the total shipbuilding in the United States and the United Kingdom during the year.

The shipbuilding output of the United States in 1917 was 901,223 tons, making a total combined British and American tonnage of 2,064,697 tons, whereas submarine sinkings cannot have been far short of 6,000,000 tons.

The outlook for 1918 is generally conceded to be much more favorable. In the United Kingdom the higher rate of production will be continued into 1918 and probably exceeded. Production in the United States has been variously estimated at from 2,500,000 to 4,000,000 tons.

A SHORT RAILROAD.

In 1910, there were 1180 railways in the United States, of which 180 were eight miles or less in length. The Indiana & Northern Railroad, connecting Myler with South Bend, Ind., is exactly one mile long. But it is important as a connecting link between the Lake Shore & Michigan Southern, the Grand Trunk Western, the Vandalia, the Michigan Central and the Central Indiana and Southern railways.

B. C. GOV'T TAKES OVER P.G.I. RAILWAY.

Negotiations between the Government of British Columbia and the Pacific Great Eastern Railway have been concluded, and the Government is to take over and finish the line.

The company is to pay the Government \$1,000,000, of which \$750,000 will be in cash and the balance due after the war. The Government will resume the operation of trains, which was recently suspended by the company, and will construct the line from Clinton to Williams Lake, a distance of 100 miles during the present year.

The present settlement is the result of long continued negotiations and puts an end to the civil suits which the province had taken against the Railway. The Company retains its land development enterprises.

The payment to the Government of the sum of \$1,000,000 releases the members of the company of their pledge to finish the line.

The decision was reached in a conference between Hon. John Oliver, Provincial Minister of Railways, and R. C. Crombie, of the railway. No difficulty is expected in securing the necessary legislation. It is learned that the tentative agreement provides that the company will join the Government in applying to Ottawa for validation of charter rights, in regard to which certain doubts were raised by the company in its statement of defence in the suits filed by the Government.

The company hands over all its assets except the lands and holdings of the Pacific Great Eastern Development Company. The company is to pay the Government \$500,000 cash and \$250,000 within four months. The remaining amount may be paid at any time up to five years after the end of the war.

A famous jockey was taken suddenly ill, and the trainer advised him to visit a doctor in the town.

"He'll put you right in a jiffy," he said.

The same evening he found Benjamin lying curled up in the stables, kicking his legs about in agony.

"Hello, Benny! Haven't you been to the doctor?"

"Yes."

"Well, didn't he do you any good?"

"I didn't go in. When I got to his house there was a brass plate on his door—'Dr. Kurem. Ten to one.'—I wasn't going to monkey with a long shot like that!"

—London Opinion.

ANCHOR-LINE
DONALDSON LINE

PASSENGER SERVICE

BETWEEN

PORTLAND, ME. and GLASGOW

Apply to Local Agents or the Robert Reford Co., Limited, General Agents, 20 Hospital Street, and 23-25 St. Sacrament Street, Montreal.

CUNARD LINE

PASSENGER SERVICE

BETWEEN

HALIFAX and BRISTOL

Money Remittances made by Mail or Cable. Apply to Local Agents or The Robert Reford Co., Limited, General Agents, 20 Hospital Street, and 23-25 St. Sacrament Street, Montreal.

**DOMINION
COAL COMPANY**

LIMITED

DOMINION
and
SPRINGHILL

BITUMINOUS
STEAM
and
GAS COALS

GENERAL SALES OFFICE

118, ST. JAMES ST. MONTREAL