

tions becoming generally known. As he knows my personal interest in these matters, and on personal grounds, the Inventor has invited me to go to California, and also to visit Germany with him on his return.

I am convinced that the application of this invention means an industrial revolution, and that the cycle is swinging round from oil to steam. From the figures quoted to me by the Inventor, it is apparent that a steam plant of this design will certainly rival and may show advantages over the "Deisel" engine using oil. That others are taking the same view, or are at least taking the same interest in this development, is evidenced by the fact that the Inventor had to postpone his departure for one day, as Sir Trevor Dawson, (who is the head of Vickers Ltd.,) and Sir Charles Thurston, (who I understand is the Chief Designer of Naval Craft at Messrs Vickers Ltd.,) ^{arrived and} sought an interview with a view of ascertaining the developments contemplated. They had previously, I understand, satisfied themselves as to the successful demonstration of the invention and were naturally conversant with the possibilities underlying the various applications of it to Power, Industrial and Transportation problems.

In H. Riace Sankley's report, made on July 10th, 1922, of the proposal as it then stood, he accepted the claims made for (a) a largely reduced fuel consumption, (b) a reduced capital cost, (c) a reduced maintenance cost, and forecasted a general saving of 21%.

The engineers and the inventor claim further developments have raised this saving to 40% to 50%.

If it is only 10% it is a huge thing, and will be generally adopted

Sept. 10th, 1925.

J. B. L.