

# 5-tähtinen moottoriöljy

Low Temperature Coal Distillers Association of Great Britain.

## COLONEL BRISTOW ON NEED FOR SCRUTINISING NEW SCHEMES.

This low-temperature carbonisation industry was a most striking case of a great national industry waiting to spring into instant life upon the appearance of a small measure of protection, declared Colonel W. A. Bristow, chairman and managing director of Low Temperature Carbonisation, Ltd., in his presidential address to the Low Temperature Coal Distillers Association of Great Britain, Ltd. at the third annual general meeting in London last week. The following are the only firms at present recognised by the Association as members of the body: Low Temperature Carbonisation, Ltd. ("Coalite" process); Doncaster Coalite, Ltd. ("Coalite" process); Dal conversion, Ltd. ("Plasmon" process); Carlton Main Collieries Association, Ltd. ("Addey" process); Illingworth Carbonisation Company, Ltd. ("Illingworth" process); McClaurin Coal Products Company, Ltd. ("McClaurin" process); British Coal Distillation, Ltd. ("B. and N." process); Carbonised Fuels, Ltd. ("Hird" process); and Salermo, Ltd. ("Salermo" process).

The Association, he said, wished to tender its most grateful thanks to the Government for the manner in which assistance and support had been given to the industry in the last few years. Colonel Bristow referred specially to the Mines Department, the Admiralty, the Air Ministry, the Department of Scientific and Industrial Research, the Fuel Research Board, the Chemical Research Laboratories at Teddington, and other Government departments, which had given practical and moral support of a very considerable order.

Not the least of their contributions, he continued, was the import duty of one penny per gallon on imported fuel oil imposed in the Budget of 1925. That duty had had a profoundly stimulating effect upon the British fuel oil industry. It had been shown as a result of a number of tests by the Admiralty, the railways, and leading industrialists that the oil made from coal was in no respect inferior to the imported article, and the demand was now so great that it would be necessary to erect several other works immediately to cope with the offered orders.

Colonel Bristow summarised the chief advantages to be gained from the use of low-temperature smokeless fuel in the following order: Better fires and more heat at less cost; cleaner conditions and less labour in the home; less damage to the health of the nation by smoke and soot; more home-produced fuel oil for the Navy;

Suomennos:

### ESSOLUBE'a RANSKAAN.

ESSOLUBE'a, tuota uutta moottoriöljyä, jolla on ollut aivan ilmiömäinen menestys Englannissa, on nyt myytävänä Ranskassa. Siellä autoilevat englantilaiset turistit voivat saada ensi viikosta lähtien samoja Essolubelajeja, joita he nyt käyttävät massassa maassaan. Vaikkakaan Essolube'a ei aikaisemmin ole Ranskassa yleensä myyty, se on jo hyvintunnettu mannermaalla

more coal petrol for the Royal Air Force; more work for the miners; less expenditure on foreign oil; a further step to prosperity all round.

He pointed out that although low-temperature carbonisation had in the main achieved very great success in the first few years, it would not be right to assume that similar success must necessarily attend every projected scheme launched under the heading of low-temperature carbonisation. Stimulated by what had been done, there were already a number of hopeful inventors and others who were placing before the public schemes which could not possibly succeed either technically or commercially. Large sums were being asked from the public for processes that could never work continuously, which, if they did work could only make products which the public did not require, and even if the public did require them they could not be made at a profit. It was an unfortunate fact that more nonsense was talked to-day about low-temperature carbonisation and the production of oil and petrol from coal than ever before and, unless the public were more careful than in the past, considerable losses would be inevitable.

Colonel Bristow went on to suggest that in all cases of doubt or difficulty application could be made to the Fuel Research Board, which was in touch with all that was being done and had already reported upon a number of proposed schemes. It would, he said, be disastrous if at this stage the confidence that had been established by meritorious performance should be destroyed by a recurrence of the mistakes of the past.

Dr. A. T. de Moulpied, technical director of Salermo, Ltd., who proposed that Colonel Bristow should be elected president, referred to the great work accomplished by him for the Association and for the cause of low-temperature carbonisation in general, particularly in regard to the practical solution of the problems arising from the conversion of coal into oil and petrol.

Proposing that Captain R. Addy, managing director of Carlton Collieries Association, Ltd., and a member of the Fuel Research Board, should be re-elected vice-president, and Mr. H. Hardy, of British Coal Distillation, Ltd., remarked that he represented one of the largest groups of collieries in the country and the Fuel Research Board. He proposed that Colonel Bristow as president would ensure that the Association in the most efficient manner possible

### ESSOLUBE IN FRANCE.

ESSOLUBE, the new motor oil which has had such a dramatic success in Great Britain, is now to be sold in France. British tourists motoring in France will be able to obtain as from next week the same grades of Essolube as they are now using in this country. Although it has not previously been sold to the public there, Essolube is already well known on the Continent

