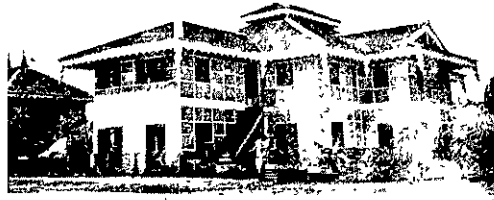


ment of the New Zealand Shipping Company. The son of the late Mr. W. Murison, who edited the *Otago Daily Times* in the seventies (after Mr. Barton, brother of "Toby" Barton, now Judge of the Federal High Court, who succeeded Sir Julius Vogel in the editorial chair), the future skipper went to sea in one of the ships of the company. This was the "Waimea," one of the trim 800 tonners which used to maintain a fine tradition of "everything shipshape and Bristol fashion." The service they did the Dominion was to free the export trade from the tyranny of a monopoly. Then they pioneered the road into steam, discerning the absolute necessity for the forward move. There followed the first set of steamers Tongariro, Ruapehu, Kaikoura, and Rimutaka, the handsomest that ever came to the Dominion; handy as yachts, and comfortable as any liners in any part of the world. But as to carrying capacity, it was only excellent for passengers. Given a crowd of them every time, and there was no end to the paying side of these fine boats. But they could not make the people travel, and even now the level of the passenger traffic on this line is far from what it ought to be to maintain the prosperity of that famous first attempt to establish direct steam communication with London. Therefore, the company's fleet had to be designed afresh.

and its wells our illustrations give a fair idea.

The oil is found, as elsewhere, by boring. One great advantage is that the boring is



MANAGER'S HOUSE (Built of Mats)

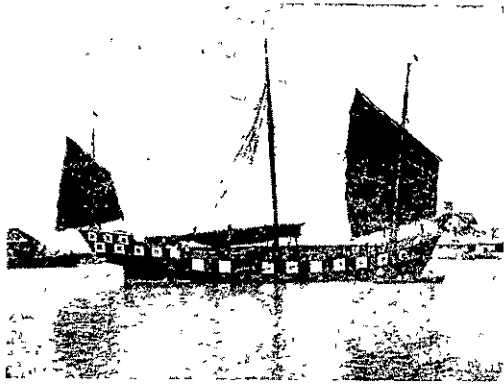
never deeper than 600 feet before the oil is struck, a depth comparing very favourably with the maximum of 2700 attained by the borers of the Taranaki field. But Taranaki may well be consoled by the fact that even greater depths have been reached in America, and still the Octopus has stretched his arms out over the world. The surface is a hard brown clay, almost as hard as rock, and below that is a bed of blue clay, stiff and hard, under which the oil lies. It gets to the surface chiefly by its own pressure, and sometimes by pumping, the six

tons each with a steamer to every two. Their hope is to gain admittance to the company's pipe line some day. The terms of the concession for the laying of this pipe contemplate the use of the pipe by the general public on payment of a reasonable rate, the company who laid down the pipe to have the preference whenever it has oil of its own to forward. In this manner care has been taken by the Indian Government to prevent the growth of monopoly to the disadvantage of the public.

#### Petroleum as Fuel.

From Rangoon the oil, after refining in the tanks there, is sent to all the ports of the Indian coast in tank steamers of special construction, all driven by oil fuel. This fuel is one of the by-products of the refinery. In Russia it is known as "Astaki," and is very much used at sea. The British Admiralty have asked for a superior product known now as "navy fuel," and though the supplies by the company to the Admiralty have been hitherto but experimental, it is understood that the fuel has given great satisfaction and will therefore, we may feel sure, become one of the company's most valuable products.

This is a valuable side light on the Taranaki prospects. It may be added that Captain Murison says that no engineer who has



BURMESE BOAT, RANGOON.

It was in the old Ruapehu, one of the quartet, that Captain Murison served some years. Next, he found himself in the service of the Union Co., and for some time served in the Penguin, what time she was commanded by Captain Bernech, one of the most popular of the skippers that ever flew the famous House flag of the Union. It is a proof of the sterling training the young sailors get in these services that many of them find their way all over the world. Of such is Captain B. Murison, who is now in command of one of the oil steamers of the Burmah Oil Co.

#### Progress of the Burmese Industry.

As a further proof of the profitable character of the business done in petroleum by those engaged in the production in India (Burmah), we may mention that the twenty shilling shares of this company are now quoted on the market at five pounds sterling. That is a corroboration of the evidence afforded by the large expansion of the trade.

#### Details of Production.

The oil field is on the eastern banks of the mighty Irawaddy, some 300 miles from Rangoon, the port at the river's mouth, something about three parts of the way to Mandalay, the typical Eastern city of Kipling. Of the appearance of the field



RIVER STEAMER, WITH "FLATS" (BARGES) FOR TOWING. Irawaddy Co's Flotilla.

hundred feet of depth presenting no costly difficulty in this respect. In one instance, the pumping machinery is driven by the pressure of the gas in the bore.

#### Transport and Distribution.

There are seven or eight companies at work besides the Burmah Oil Company. The latter has constructed a pipe line all the way to the refining tanks, which it has established in great force at Rangoon. The others have to send their oil down the distance in big flats, of a capacity of 1000

once used this oil fuel cares to return to coal. It is so easy of regulation and so safe, and there is never any waiting for steam, that bugbear of many voyages. The flow of the oil is regulated to a nicety through a pin hole, and when delivered at the burner the oil is atomised by a steam jet also capable of the most minute regulation, so that in the end the engineer can be sure of a mixture of vapourised oil, steam, and air resulting in a perfectly smokeless fire.

One can understand how easily worked these tank steamers are. There is no mess from smoke and sparks, and the cargo comes on board delivered through the side by a pipe direct to the tanks below, being simply screwed off when the tanks are full. "You pay for that with the smell, don't you?"

But that is just where your representative overshot the mark, for there is, according to the emphatic statement of Captain Murison, no smell at all. These boats, he adds, are like yachts, clean as a new pin always, painted a pearl grey, and everything bright and shining. It "kind of" reverses one's cherished ideas about these things. We begin also to understand the feasibility of competing with the Octopus.

The Company owns a fleet of six steamers of this pattern, two of a cargo capacity of



PETROLEUM DRILLING, BURMAH.