

## THE GAS SITUATION

General Superintendent Braden's Address to the Jarvis Council, Why They Are Asking Increased Rates For Gas.

Gentlemen:

We are here for the purpose of bringing to your attention the present natural gas situation as it affects the people of Jarvis and to ask that consideration be given to the adjustment of rates and the establishment of an equitable price proportionate to the present cost of discovering, producing and distributing natural gas.

The fuel problem is one of Ontario's most vital questions, for the province as a whole possesses no well established source of fuel supply which is adopted for general distribution in all localities.

The larger towns and cities of the province are supplied with gas, either manufactured or natural. At the present time most of that portion of Ontario bordering on Lake Erie and extending as far north as St. Catharines, Hamilton, Galt, London, Chatham and Sarnia, is being supplied with natural gas. This ideal fuel is being used in approximately 80,000 homes, which would mean that about 400,000 people are depending on natural gas for one purpose or another.

Were it not for natural gas, the people of Jarvis would have to depend on coal, wood or other fuel for cooking and heating, as it would not justify the installation of a manufacturing gas plant for the small number of consumers in your municipality.

It may be of interest to mention that there are approximately 200 domestic users of natural gas in Jarvis and immediate vicinity, and as five is generally conceded to be the average number of people in a home, it follows that there are about 1,000 people depending on natural gas for almost their entire fuel for cooking and heating. As \$100 is the average investment for gas equipment in each home, consumers in Jarvis have \$20,000 invested in gas burning appliances, which equipment would have to be thrown to the junk pile if the natural gas supply were allowed to become exhausted or if an adequate supply was not maintained gas users would have to duplicate their investment in auxiliary equipment.

There are two parties to the gas question: First, the public, who pay the bills and for whose comfort and convenience it is necessary to maintain an adequate service for as long a period as possible; second, the producers, who shouldered the hazard of the initial discovery, and on whom, by further search, lies the burden of maintaining the supply, and to whom, with the distributor, the public must look for effective service in the future. It is a matter of regret that the general features and difficulties incident to this particular form of service are not better understood by the public.

In the early days of the natural gas and oil industry the supply was thought to be inexhaustible. Even after companies were organized and large sums of money spent in the drilling of wells, the construction of transporting and distributing systems, and developing the market, its real value was not appreciated by either the producer or consumers. It has been stated by many men of authority that more natural gas has been wasted than has ever been saved and utilized, a fact that we all regret, but only too late, and we see ahead the end of our natural gas supply.

Regardless of the fact that the producing gas companies have greatly increased the number of wells drilled each year, there has been a heavy decrease in the amount of gas produced, and, judging from past developments, it is not likely that natural gas will again be produced in such quantities as to be a competing commodity with coal, wood or other solid fuels for general heating purposes.

The gas remaining to-day in the fields of Ontario is of no benefit to the consumer without efficient service and this cannot be given unless a price, fair and just, in the face of existing conditions, is charged for the commodity. Service stands equally important with supply. They go hand in hand, for either is worthless without the other.

Several important problems must be effectively solved in treating the remaining supply of natural gas so as to secure the greatest and longest benefit to the natural gas users of Ontario.

First is the obligation of all classes of consumers to conserve and more effectively use this ideal fuel. There is one way and one way only in which natural gas will ever be conserved, and that is by the establishing of a price that will make its conservation worth while.

Second—The quantity of gas to be secured from the present gas fields depends greatly on the management of the wells. A field to yield its maximum production must be handled with extreme care, otherwise the water will drown out the field. Per-

petual vigilance must be exercised against waste in the production and distribution of gas, a waste possible in a multitude of ways.

Another factor to be considered apart from the conservation of the remaining supply of the present fields and one that may rank of even greater importance is the possibility of discovering new fields. Considerable parts of Ontario have been tested and condemned as gas bearing territory, yet there are possibilities of opening new sources of supply by persistent exploration, but wildcatting for new fields is hazardous and costly.

Exploration for natural gas should be encouraged on the part of everyone. However, the present producing companies, because of their established business and the immense investment in wells, pipe lines, distribution mains, etc., will expend by far the most money, time and energy in work of this character, for new gas fields mean a longer life to their business.

Since the hazards are greater than in any other mining enterprise, the profits ought to be correspondingly greater. This element of profit is the only incentive which impels men to engage in so speculative an enterprise. If, in the aggregate, this amount of profit does not measure up to the hazards in business, the men will cease their work of prospecting and put their capital in safer enterprises. Therefore, a high rate of profit, which will induce men to prospect continuously for natural gas, brings about the condition that more people can use gas and represents a distinct saving to the community.

With reference to the low rate at which natural gas has been sold in the past would say that while the fields were new and the supply abundant, the home and factory were served with gas at prices lower than the cost of other fuels. Thus the gas producers and distributors shared with the gas using public the benefits of their discovery. Whatever earnings were made by the companies, a greater amount was saved by their customers which would otherwise have been expended for more costly and inferior fuel.

Under the regulations of the Ontario Natural Gas Act, the remaining gas in Ontario fields is to be conserved for domestic use and for such industrial purposes as artificial gas is ordinarily used for. Therefore, the returns to the gas producers and distributors will be very much restricted.

The United States Fuel Administration at Columbus, Ohio, conducted a long series of experiments in an endeavor to determine the value of natural gas as compared with other fuels and the following relations were found:

Natural gas at \$1.12 per M. is equivalent to coal at \$5.50 per ton.

Natural gas at \$2.00 per M. is equivalent to gasoline at 17 cents per gallon.

Natural gas at \$2.20 per M. is equivalent to electricity at 3 cents per K.W.

Natural gas at \$2.40 per M. is equivalent to coal oil at 15 cents per gallon.

These relationships represent the value of natural gas for cooking only, and the reason for the rate being so high in comparison to coal is the fact that so much of the coal is wasted in starting and stopping the fire.

In other words, natural gas at 45 cents per M. for cooking purposes is the equivalent of coal at \$2.50 per ton, electricity at 6/10 of 1 cent per K.W. H., or coal oil at 2.7 cents per gallon.

The Ontario Department of Mines reckon that one ton of coal is equivalent to 24 M. cubic feet of gas for heating purposes. Therefore, natural gas at 45 cents per M. is equal to coal at \$10.80 per ton, which, as you know, is about one-half its present value, to say nothing of its cleanliness or convenience.

The war has produced abnormal business conditions and the marked increase in the cost of producing and distributing gas has been wholly beyond the control of the company, but, nevertheless, has resulted in such a diminution of the earnings of the company as to seriously curtail further drilling and development work unless granted some relief through increased rates.

The costs of all materials used in the natural gas business has increased and it is altogether probable that still further increases will be made.

Wages of employees have been increased and may be increased still further. This is to be expected, because the cost of living has increased to such a marked extent that the management of gas companies cannot and should not refuse reasonable increases of wages to meet living conditions as well as to meet competitive labor conditions.

For some time past the officials of this company have given a great deal of thought to present-day conditions as affecting public utilities, and at this time they can see nothing in sight that will better the existing conditions.

During the past five years gas companies as well as other public utilities, whether privately or municipally owned, have been operated at con-

stantly increasing costs, and, except in a few cases, have been compelled to continue to sell their product at prices that were considered fair and reasonable years before, when present day prices were never dreamed of.

During this time our company has endeavored to furnish an adequate gas service to our consumers and to do so has continued to drill and operate new wells, lay new lines, etc., each year and to carry on development work as before the war, regardless of the great increase in the cost. However, the time has now come when it will be necessary for the company to get some relief in higher prices for the gas, or they, for financial reasons, will have to reduce expenses to a minimum and cut out the investment of additional capital in new wells and pipe lines.

After a good deal of consideration as to the question of rates, would say we have come to the conclusion that a uniform rate during the entire year would be more equitable than a low winter rate and a high summer rate, for the following reasons:

First—The smaller household undoubtedly uses a more uniform amount of gas during the entire year than a large household, who uses large quantities of gas during the cold weather for heating; consequently, a uniform rate is more advantageous to the smaller user, as a careful analysis of our books show that 75 per cent. of a year's consumption of gas is during the six months between November 1st and May 1st and 25 per cent. during the remaining months.

Second—The uniform higher rate during the winter months must tend to enforce a more careful use of gas than a cheaper winter rate, which will make a better supply for all consumers when the demand is the greatest, and will also prolong the life of the gas fields.

The Dominion Natural Gas Company and its associated companies are now supplying natural gas direct to 23,686 consumers in this section of Ontario at the following rates:

11,361, or 48%, at the rate of 80c net.  
4,238, or 18%, at the rate of 75c net.  
950, or 4%, at the rate of 70c net.  
350, or 1%, at the rate of 50c net.  
4,100, or 17%, at the rate of 45c net.  
1,900, or 8%, at the rate of 40c net.  
400, or 2%, at the rate of 35c net.  
390, or 2%, at the rate of 25c net.

23,686 100%

From the above you will note that 88 per cent. of the total consumers receiving gas from this company or its associated companies are paying 45 cents or more per thousand cubic feet.

In addition to consumers supplied direct by this company, we are also furnishing gas to the United Gas & Fuel Co. for distribution in Hamilton, for which they now receive 75 cents per thousand, of which this company gets 45 cents per thousand without any distributing charges.

Might add that assuming the gas sales in 1920 would be the same as in 1919, this company would have to get a rate of approximately 55 cents per thousand cubic feet to make a return of 8 per cent. on the capital invested.

The following is a summary of the reasons which have led this company to request that they be permitted to charge and collect an increased price for the gas which they distribute and sell in Jarvis:

First—The contract price for drilling has increased 175 per cent.

Second—The cost of pipe and material used in the gas business has increased on an average of 235 per cent.

Third—The cost of distributing gas has increased 75 per cent. and it is only by the strictest economy that we have kept this account as low as it is.

Fourth—Under the Ontario natural gas regulations now in force, the use of gas for industrial purposes is greatly restricted and practically all gas is being conserved for domestic use. It is, therefore, only just and fair that the people, for whose benefit this gas is reserved, should pay a rate in some measure proportional to the benefit derived.

Fifth—To earn a reasonable return on the value of the property now actually in use and for making a reservation out of the income for depreciation of plant and for depletion of gas fields.

Sixth—To be in a position to purchase more gas and to encourage drilling by independent producers by being able to offer them an increased price for their product.

Seventh—To provide sufficient revenue to enable the company to prospect and drill new wells in an effort to not only maintain but to increase the present supply of gas.

Eighth—To provide revenue to take care of the ever increasing cost of producing gas owing to the natural depletion of the gas fields and the increased cost of operations owing to the decrease in rock pressure and the necessity of pumping of the wells to keep them clear of salt water.

October 9, 1920.  
Mr. A. Rogers, Clerk,  
Jarvis, Ont.  
Dear Sir:  
As per our understanding with your

Council on Tuesday evening, October 9th, 1920, we are submitting in writing what the Company will agree to do to improve the gas service in Jarvis providing the by-law is carried by the electors.

First—The Company will drill at least two wells within two miles of the limits of Jarvis. The first well to be started within sixty days after the final passing of the by-law and the second well to be drilled upon completion of the first well. If the wells produce gas in paying quantities, they will be connected up and the gas turned into the system supplying gas to Jarvis.

Second—The Company will lay a high pressure line from the present six (6) inch high pressure main on Talbot street, north on Church for a distance of at least one thousand (1,000) feet, and will furnish and install on this line a complete regulating station which will furnish a feed to the distributing mains supplying consumers on the west side of the Plank Road.

Third—The Company will also endeavor to make any reasonable changes in their present distributing system that will improve the service.

If your Council wish, the Company are willing to enter into an agreement to carry out the changes and work mentioned above.

Yours very truly,  
DOMINION NATURAL GAS CO., Ltd.,  
H. W. Braden,  
General Superintendent.

## AUCTION SALE

Pure-Bred Clydesdales, Oxford Down Sheep, Poultry, Grain, Implements, Etc.

The undersigned has received instructions to sell by public auction on Lot 14, Con. 6, Walpole, 5 miles south-east of Jarvis, on

Tuesday, Nov. 2, 1920

the following valuable property

**HORSES**—(Pure-bred Clydesdales)—Haldimand Bessie, 4 years old, in foal, sire Kimpurine (imp); winner at Toronto in 1918 and 1919, and Champion mare at London in 1918. Blossom, 5 months old, sire Kimpurine (imp); Champion mare at Caledonia in 1920. Royal Favorite, 4 months old, sire Donnotor (imp), dam Haldimand Bessie. Maud S, 10 years old, in foal; Prince, rising 2 years old; Gray mare, 9 years old.

**CATTLE**—3 Durham grade cows in milk, 5 years old, due in April; Jersey cow in milk, 8 years old, due in April; 8 good Stockers, rising 2 years old, (fat), mostly Durhams; 4 Spring calves, Dur ham; Shorthorn Bull (Reg.) 2 years old.

**SHEEP**—Entire flock of Pure-bred and Grade Oxford Down—18 Breeding Ewes, 20 Ewe Lambs, 10 Ram Lambs, 1 Aged Heifer, 2 Yearling Rams.

**POULTRY**—20 Wyandotte Cockerels, 10 Wyandotte Hens, 10 Leghorn Hens.

**HAY, GRAIN AND SEED**—60 bush. Marquis Spring Wheat, 50 Bus. White Blossom Sweet Clover, Quantity of Hay if not sold before sale.

**IMPLEMENTS**—2 Massey-Harris binders, 5 ft.; McCormick mower, new, 5 ft.; Massey-Harris rake, new, 10 ft.; Massey-Harris Drill, new, 10 tub; Set of wagon springs, 4000 lbs. capacity; Oliver two-row plow, new; Miller plow No. 19, new; Car, rope and slings, complete, new; Set Diamond tooth harrows, 4 Lever spring tooth harrows, Furrow cleaner, Farm truck, Set of bob-sleighs, 2 good buggies, Sheep rack 16 ft. long, Hog rack 9 ft. long, 2 Sets heavy double harness, Number of collars, DeLaval cream separator, large, new; 6 cords of good stove wood, Quantity of Oak and Hickory 2 inch lumber, 6 Apple barrels, and numerous other articles.

Sale at 1 o'clock p.m. sharp.  
TERMS—Sums of \$10 and under, cash; over that amount 11 months' credit will be given on furnishing approved joint notes, or 5 per cent. straight off for cash.

T. HERBERT PEACOCK,  
Proprietor.

JOHN DEMING, Auctioneer.

## If You Have High Blood Pressure You Must Be Careful

When the Blood Pressure is much above normal there is always the danger of rupture of a blood vessel, most frequently in the brain and producing a stroke, or in the Kidneys, producing Bright's Disease. One should guard against over-exertion or excitement and take

### HACKING'S

**HEART AND NERVE REMEDY** to dissolve the Uric Acid deposits that form in the Veins and Arteries, making them hard and brittle. This remedy is a wonder; it builds up the entire system by Purifying the Blood, Strengthening the Heart and by producing a normal and healthy condition of the Nerves.

Mrs. Wm. Morley, of Palmerston, used quite a number of boxes of Hacking's Heart and Nerve Remedy and they benefited her so much and she was so pleased with them that she recommends them to all her friends who have this trouble or who are all run down and Nervous. She says "you must be sure to get Hacking's."

Constipation is one of the aggravating causes of High Blood Pressure and it is advisable to use Hacking's Kidney and Liver Pills to drive out the Poisons that generate in the system. These two preparations go well together and you should buy a few boxes from your dealer to-day. Hacking's Laxative, Montreal, Ont.

## SOME SPEED.

French Airman Plans to Cross the Atlantic in Ten Hours.

To fly from France to New York in ten hours is the latest and most ambitious dream of French airmen and inventors. They declare that it will be done within the next few years by means of two new inventions, which enable an airman to fly at a height of 40,000 feet, where, owing to the reduced air pressure, a speed of 450 kilometers (282.6 miles) an hour can be maintained.

Two difficulties which face the inventors are, first to secure the functioning of the engine and driving force of the propeller in that rarified atmosphere, and, second, to secure a life-supporting atmosphere for the airman and passengers, says Science and Invention.

The first of these difficulties has been largely overcome by an invention which was recently used by Lieut. Henri Roget, who flew from Paris to Lyons, a distance of nearly 235 miles, at a speed of 156 miles an hour. Roget flew at a height of 15,000 to 18,000 feet all the way and was able to maintain his speed in the rarified atmosphere by means of an invention which compressed the air fed to the carburetor to normal atmosphere.

Since then a controlled trial has shown that a motor giving 178 horsepower at water level and ninety-five horsepower at 15,000 feet can be made to give 166 horsepower when the air is compressed by the new apparatus. To that extent the effect of rarefaction of the air has been overcome, and it seems certain that the principle having been established, further development will be rapid.

The second difficulty is to secure breathing air for the fliers. The example of the submarine is here invoked. There is no more difficulty, it is stated, in making an inclosed chamber provided with air at normal pressure which will travel above the clouds than in making one which travels below the water.

Once these two problems are effectively solved full advantage can be taken of the non-resistance of the upper air. To go quicker one will have only to go higher, and, incidentally, to go cheaper, for on the faster voyage less fuel will be burned. In those days we will have a nightly service of airplanes following the air lanes across the Atlantic and dropping down in New York in time for breakfast.

Austria's Royal Palace.

The beautiful city palace of the ex-Emperor of Austria, just off the Ringstrasse, in Vienna, known as Hofburg, was once the site of an old mill.

In 1850 Maximilian acquired the spot and had a small castle erected there, which he used as a shooting lodge for wild deer in the surrounding forest. The Turks destroyed this castle in 1883. It was rebuilt in 1700 by Leopold I.

From then on it was used as a summer palace. But it owes its present beauty to Maria Theresa, who commissioned Pacassi, a renowned architect, to erect one of the most exquisite and elaborate palaces possible on the site.

Visitors to the interior of the palace ascend a massive white stoop to a section of the palace set apart for them. After entering the lobby, guards appear with carpet slippers, which visitors must put on over their shoes to protect the floors of the palace.

The splendor of this outer room is almost dazzling. It is lighted by a chandelier of rare value, which drops very low from the ceiling, suspended by bronze chains attached to protruding claws. The myriads of lights are held in place by bands of angels. The first of the guest rooms was occupied by Maria Theresa, and the old imperial bed is always an object of scrutiny. It is very high, a footstool being necessary to get into it.

### Makes Robes for Cardinals.

The peculiarity of the cardinal's hat is that it is not intended to be worn.

On one occasion only is it to be seen on the head of a cardinal, and that is when the Pope himself places it there as a symbol of its owner's elevation to the Sacred College. When the cardinal dies it is placed upon his coffin.

The hat is of a deeper red than that of the robe worn by a cardinal. It has long heavy silken cords, each with fifteen tassels at the end, hang on either side. There are at present three "red hats" in Westminster Cathedral. They are those of Cardinals Wiseman, Manning, and Vaughan.

The crimson robes which, like the hat, denote the cardinal's office, are made of a cloth which for several generations past has been supplied by a firm of cloth merchants at Burscheid, near Aix-la-Chapelle. The process by which the dye is distilled is a jealously-guarded secret. There is a touch of irony in the fact that the family responsible for the manufacture of cardinals' robes is of Huguenot extraction. For the past two hundred years they have been staunch adherents of the Lutheran Church, and the present head of the firm is himself a Protestant.

—Tit-Bits.

### Victims Innumerable.

Foreign Visitor—"What was the total loss of life caused by your Revolutionary War?"

Native American—"Nobody knows. We have kept adding to it every Fourth of July since, until recently I reckon the grand total would make the late war look like a mere skirmish."

### Poor Fido.

"What ails your wife?"

"Huh?"

"She seems disgruntled about her trip."

"Aw, she forgot to weigh Fido before she went away, and now she doesn't know whether the pup gained anything or not."

## FOR SPLINT LAMENESS

How to Deal With This Trouble in Young Horses.

A Bone Affection—Young Animals Most Commonly Affected—Symptoms Described and Treatment Offered.

(Contributed by Ontario Department of Agriculture, Toronto.)

**S**PLINT lameness is a common complaint in young horses, and occasionally seen in horses of any age. It is rarely noticed in the hind limbs.

In order to understand and appreciate the trouble it is necessary to have an intelligent idea of the bony anatomy of the horse from the knee to the fetlock. This part is usually called the cannon. It consists of three bones: one large cannon bone extending the whole distance, from the knee in the fore limb, and from the hock in the hind limb to their respective fetlock joints. This bone has a broad and somewhat flat posterior surface.

To each edge of this surface is attached (by ligamentous attachment) a small somewhat triangular-shaped bone, of considerable size above, where it articulates with the bones of the knee joint, and gradually decreases in size as it extends downwards, becoming quite small, and terminating in a small somewhat pea-shaped nodule, a little more than two-thirds down the large bone. These nodules can be readily felt, one on each side of the posterior aspect of the large bone, a few inches above the fetlock.

A splint consists in a bony union between the large and small bones.

Inflammation is set up, usually by concussion during travelling, especially on hard roads. As a result of this inflammation an exudate is thrown out, and the ligamentous attachment is destroyed. The exudate is, of course, soft at first, but soon becomes converted into bone and unites the large and small bones by bony union. An enlargement of greater or less size can usually be seen, which, in most cases, gradually disappears, by absorption, until nothing can be noticed, and in many cases cannot be detected even by manipulation; at the same time the ossific (bony) union between the bones is permanent. Hence a horse that once has a splint will always have it, although all visible symptoms may have disappeared.

We often hear people say that "A horse over seven years old never has splints." This arises from the fact that the visible enlargement has usually disappeared, but the union of the bones remains. This absorption does not always occur. In some cases the splint is double—that is, an enlargement is noticeable on each side of the limb. In such cases there is usually a bony deposit extending across the posterior surface of the large bone, from one splint to the other. This often causes an irritation to the suspensory ligament (which passes down this surface) and causes permanent lameness. Splints seldom cause persistent or permanent lameness.

Symptoms.—In many cases no lameness is caused. The first intimation of the presence of splint is the appearance of the enlargement, which usually gradually disappears. In other cases lameness is well marked, and is usually characteristic. A horse lame from splint will usually stand and walk sound, but if asked to jog or trot will show well marked lameness, the head dropping decidedly when the foot of the sound leg touches the ground. The lameness is often noticed before there is any visible enlargement. The lameness is more marked when the horse trots down grade, and the intensity of the lameness usually increases as exercise is continued. Manipulation will usually reveal the seat of the trouble.

By pressing between the thumb and finger the line of attachment between the large and small bones of the knee downwards, the seat can be located by the horse flinching when the seat of the trouble is pressed. And, if severe pressure be applied he will often rear on his hind legs. The usual seat of splint is on the inner surface of the fore cannon, or it may be on the outer surface, or both, and is usually one to three inches below the knee, but may be either higher or lower. The hind limb is seldom affected, but when it is the seat is usually on the outer surface.

Treatment.—Lameness is usually present only during the inflammatory stage. When the inflamed bone becomes ossified (converted into bone) the inflammatory action ceases and lameness disappears, except the enlargement of sufficient size, or so situated that it irritates the suspensory ligament or involves the joint. Hence treatment should be directed to allay inflammation as promptly as possible. Splint lameness usually appears very suddenly. A horse may go perfectly sound and after a rest of a variable duration when taken out to drive again, may show the characteristic symptoms noted.

The patient should be given perfect rest, and the seat of the splint should be showered with cold water frequently, or pounded ice kept to it for a few days. This will often be all that is necessary. In other cases the lameness is more persistent, and it is necessary to apply a blister. A blister made of one dram each of biniodide of mercury and cantharides mixed with one oz. vaseline, and applied in the ordinary way will usually effect a cure. In some cases it is necessary to blister the second time (about a month). In rare cases an operation by a veterinarian is necessary.

When lameness is not shown it is seldom considered necessary to treat splint, as the enlargement usually, gradually disappears without treatment.—H. Reed, V.S., O. A. College, Guelph.