

MAKING ALCOHOL FROM WOOD WASTE.

A middle West industry, for which a great future is promised, is that of the manufacture of alcohol from sawdust, shavings, slabs, and other refuse of the lumber mill.

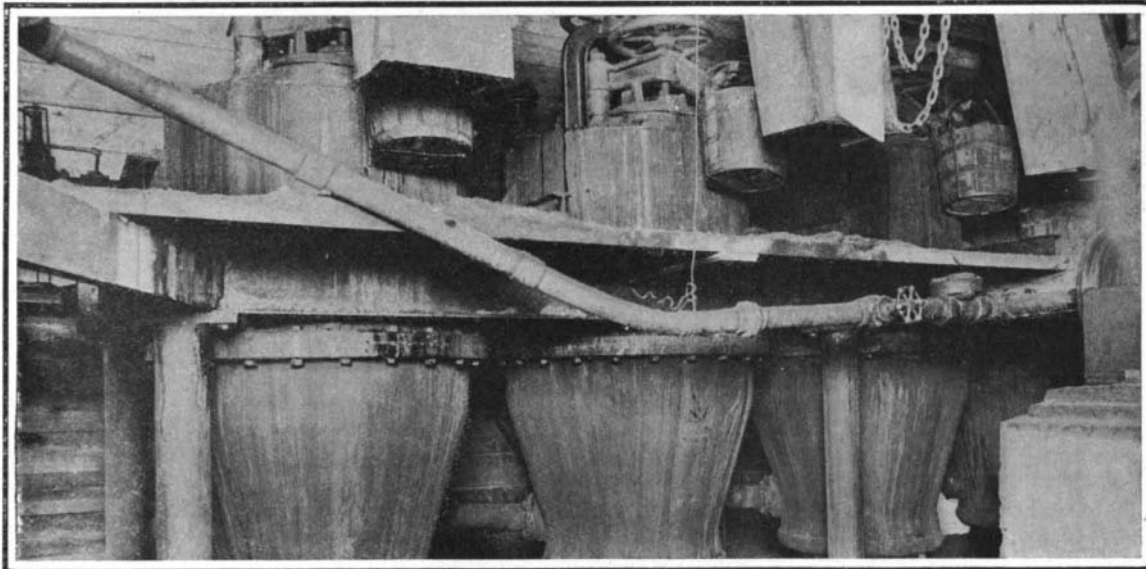
Rumors of improved methods and great economies in the manufacture of wood alcohol have been "in the air" for some time, and we have received a number of inquiries on the subject from subscribers and correspondents. We are glad, therefore, to be able to give now some details of the new process, for which patents have recently been granted to Mr. Malcolm F. Ewen and Mr. George H. Tomlinson of Chicago.

and energy from his other great responsibilities to continue independent investigations, and it is largely owing to his personal and financial support that the present successful process has been developed, one of the patentees being his brother.

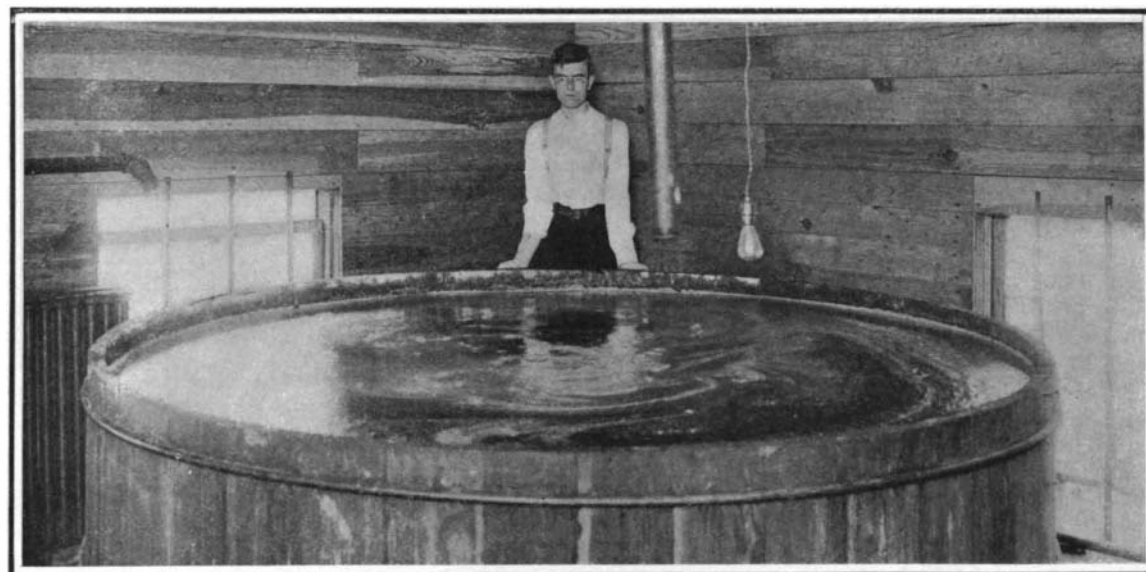
Lumbermen have long been alive to the necessity of finding a use for the appalling piles of waste they are compelled annually to destroy, if only as a means of additional profit, before the question of conservation of natural resources became of national interest. In addition, there are many and various uses to which alcohol is applicable with advantage, and from which it has hitherto been excluded by its cost.

TRIALS OF THE NEW "DREADNOUGHT"—"NORTH DAKOTA."

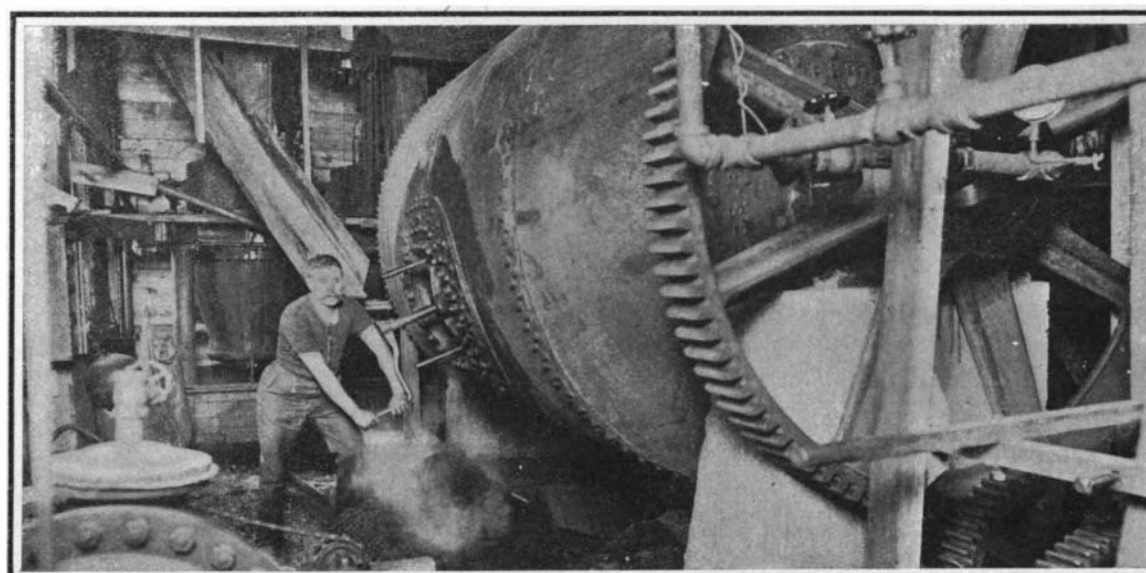
In view of the fact that the first two "Dreadnoughts" to be built for the United States navy are identical in everything except motive power, the "Delaware" being driven by reciprocating engines and the "North Dakota" by Curtis turbines, an unusual amount of interest has been aroused by the recent speed trials of these two ships. The "Delaware," which was built by the Newport News Shipbuilding Company, was tried out over the course off Rockland, Maine. She is equipped with Babcock & Wilcox boilers, and in the five trial runs for standardization of her propellers,



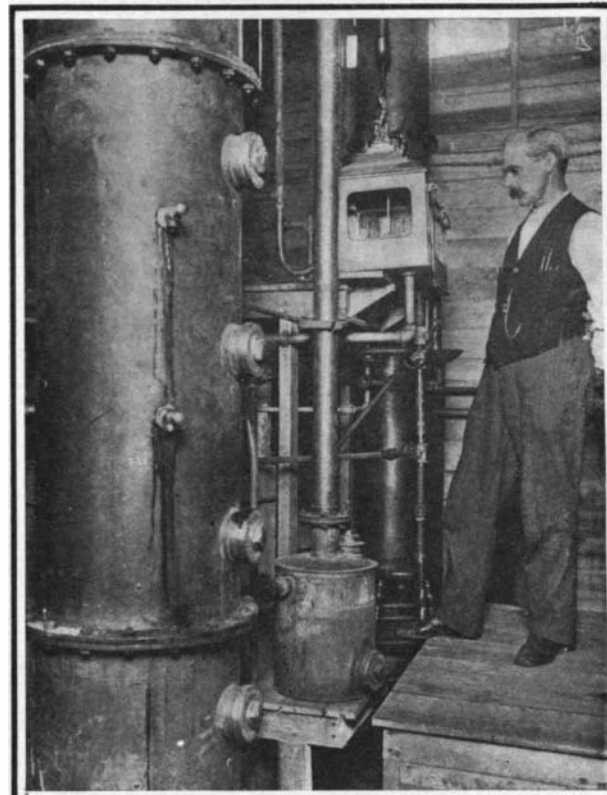
A diffusing battery of four units.



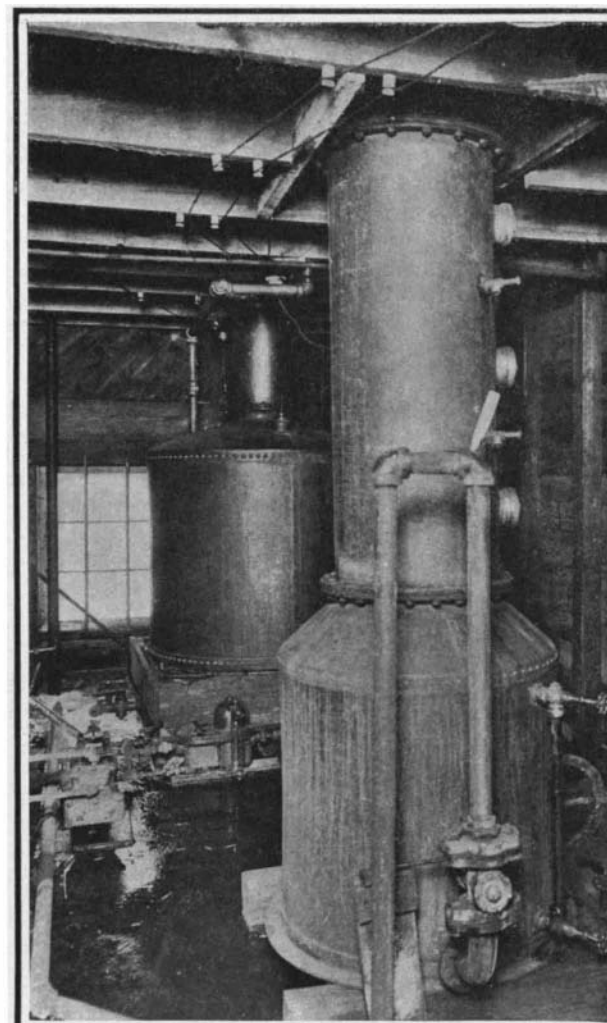
One of the large tanks in which the wood pulp is fermented.



The digesting machine which performs the functions of a mechanical stomach. It converts the starch of wood waste into sugar.



Reading the thermometers.



Still by which a fine grade of ethyl or grain alcohol has been made out of sawdust and slabs.

MAKING ALCOHOL FROM WOOD WASTE.

It has long been known that ethyl alcohol and other valuable by-products could be made from wood waste in laboratory experiments, and many processes have been developed, but practically none of them has reached the stage of economic success on a commercial scale.

One of these aroused the interest of Mr. John M. Ewen, better known as a constructional steel work engineer and manager of the Fuller Construction Company, builders of so many "skyscrapers." Although it was not found practicable commercially, Mr. Ewen was so much impressed with the possibilities of cheap alcohol from wood waste that he spared enough time

All kinds of internal-combustion engines, for instance, can use alcohol as fuel with advantage over gasoline and with very little modification.

One of the greatest advantages of the production of a pure alcohol from wood, however, will be the release for food purposes of the millions of bushels of corn and barley now consumed in the manufacture of grain alcohol.

The price of grain alcohol is at present \$2.60 a gallon at 188 proof, of which \$2.07 is internal revenue tax, the net wholesale price being only 53 cents. Corn worth 26 cents is required for the manufacture of a

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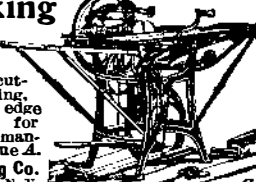
which were made over the mile course, she developed a maximum speed for one mile of 21.98 knots, a mean speed for the five runs of 21.44 knots; a maximum horse-power of 30,000, and a mean horse-power of 28,578.

The "North Dakota" is not only an exact duplicate of the "Delaware" in the form of her hull and in the displacement, but in common with that ship is equipped with fourteen Babcock & Wilcox boilers. Consequently, the Navy Department was in a position to make a most exact comparison of the efficiency of the respective motive power, all the conditions except

(Continued on page 360.)

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MAKING ALCOHOL FROM WOOD WASTE.

(Continued from page 352.)

gallon of alcohol, and the process costs another 6 cents, the actual cost of production being therefore about 32 cents.

The Standard Alcohol Company, owners of Messrs. Ewen and Tomlinson's patents, produces a gallon of equally pure alcohol from 5.7 cubic feet of sawdust, hitherto considered valueless, but costing, if bought for manufacturing purposes, at the outside 26 cents a ton. The cost of conversion and distillation is about 4 cents a gallon, and the total cost of materials, process, barrels, etc., does not exceed 10 cents a gallon.

The comparative cost of producing denatured alcohol is still more in the Standard Company's favor.

Wood and other vegetable fibers, as is generally known, contain a large proportion of starchy matter, which can be converted into sugar by treatment with acids. This process goes on constantly in the human body, the stomach being unable to digest starch but using its nutritive constituents when converted by the digestive juices into sugar.

The same change must be brought about in the wood waste before fermentation for the generation of alcohol is possible.

For this purpose the wood waste in the Standard Company's process is introduced into the cylindrical "digester" shown in our illustration, the door closed, and a mixture of steam and sulphurous acid introduced by an internal spray pipe while the machine is revolved. The acid acts on the starch in the wood, and at the same time the heat volatilizes the turpentine and other resinous matter in the woods used. The digester is lined with a special kind of brick to resist acid.

Upon completion of the digestion, the steam and gases are exhausted under water, which absorbs the surplus acid and liquefies the turpentine.

The treated material is then removed from the digester, and carried by conveyers to the diffusion batteries, upon the screens of which it is deposited. There it is washed by clean water, which passes through all the cells in series, becoming a stronger and stronger sugar solution. The cells are so arranged that each is filled in turn, and each in turn, when it has been washed longest, receives the fresh water, after which it is emptied of the washed residues. The liquor is next neutralized with lime, any acidity preventing fermentation, pumped into a tank and allowed to settle, the clear liquid being then pumped to the distillery fermenting tanks. A special yeast, similar to brewers' yeast, is added, and fermentation begins, from this point, the process being no different to that of making grain alcohol.

Every kind and form of wood has been used, but always with the same results, a purer alcohol being obtained than that which is generally obtained from grain. Every stage of the process has been carried on under supervision of U. S. government inspectors, and the usual licenses have been taken out.

Tests have been performed by other companies with their own staff in the Standard Company's plant, excluding everyone who has been connected with former experiments, entirely confirming the Standard Company's results, and resulting in contracts for the use of the plant under license.

The utility of this process to lumbermen will immediately be appreciated. The refuse burned will be eliminated; and if a hundred tons of wood waste a day is produced at a mill, 1,200 to 1,500 gallons of alcohol may be made from it, supplying a large quantity of power for other purposes, and still leaving the refuse with its fuel value but little diminished. The resins are extracted from pine and similar woods in the process, but the residue discharged from the diffusion battery in the alcohol process may be made into briquettes or charcoal, forming a desirable fuel salable at a good profit. Smaller mills making less than 50 tons of waste

(Concluded on page 360.)

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(Concluded from page 359.)
 a day may profitably combine to operate a joint distillery for the conversion of their refuse into alcohol.
 Whereas it may be not a little alarming to the prohibitionists to suggest that a drinkable alcohol may be so cheaply made from sawdust, much as one may deprecate the manufacture of artificial wines and liquors and adulteration with alcohol, it is at least satisfactory that the product of the new process is actually purer than that made from grain.

TRIALS OF THE "NORTH DAKOTA."

(Continued from page 352.)
 that of the motors being identical.
 The five trials of the "North Dakota" over the mile course gave the following speeds: 22.25, 21.48, 22.13, 21.51, and 23.13, the average speed working out at 21.83 knots. She thus not only exceeded the mean speed of the "Delaware" by 0.39 knot, but the turbines exceeded the reciprocating engines by over 5000 horse-power. The maximum number of revolutions of her propellers was 286 a minute, and it was found that 263 revolutions were sufficient to maintain the contract speed of 21 knots.

In the four-hour test under full power the "North Dakota" made 21.71 knots for the first two hours, and 21.64 knots in the third hour. On the fourth mile the failure of a tube in one of the boilers necessitated the shutting down of four out of the fourteen boilers; but even under this greatly reduced power, the speed of the ship was exactly 21 knots.

A feature which, from the military standpoint, is of the greatest importance is the remarkable steadiness of the ship, even when the turbines are being pushed to the limit. Throughout the greater part of the length of the ship it was scarcely possible to tell, from any vibration, that the engines were in motion. This is a feature which is particularly appreciated by ordnance officers; since the vibration which is noticeable on ships driven by reciprocating engines is more or less disturbing to the gun sights. The "North Dakota," which is considerably the largest warship yet built for our navy, has been constructed in record time; and the Fore River Company is to be congratulated on the fact that, had it not been for delays in the furnishing of armor, they would have cut down the record for construction even more than they have. Her dimensions are: Total length, 518 feet 9 inches; beam, 85 feet 2 1/2 inches; draft on trial, 27 feet; displacement on trial, 20,000 tons. She is the most completely armored ship afloat. Her main belt, 7 feet 6 inches wide, tapers from 10 inches at its bottom edge to 12 inches at its top edge. Above this, extending to the gun deck, is a second belt 8 feet wide, tapering from 10 inches at its bottom edge to 8 inches at the top. The 5-inch guns have a protection of 5 inches of armor, and the main turrets and barbettes are protected by 11 inches.

The lines of the ship are particularly fine, in fact, as fine as those of our armored cruisers. She will prove to be a splendid vessel when heading into a heavy sea; for not only has she freeboard, due to her forecastle deck, of 27 feet, but she is given a very pronounced outward flare, which should serve to lift her comfortably over the waves, and enable the ship to be driven at full speed in heavy weather. An innovation is the placing of the officers' quarters forward under the forecastle deck and in the superstructure immediately abaft of the two forward turrets.

The battery is mounted on the longitudinal axis of the ship, a disposition which originated with our Construction Department, and is being followed by some foreign navies. The placing of all the guns on the center line enables the whole battery to be trained on either beam, giving the ship a broadside discharge either to port or starboard of ten 12-inch guns. This arrangement, it is true, weakens the end-on fire, which, in

Home-Made Experimental Apparatus

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