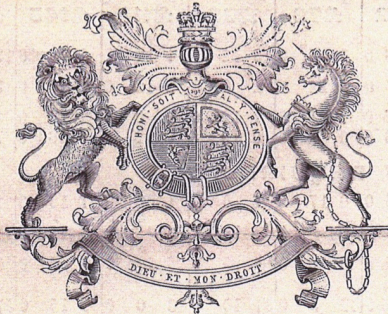


REVISED PRICE LIST.

THE PRIESTMAN OIL ENGINE

ADOPTED BY
THE BRITISH GOVERNMENT.
THE UNITED STATES GOVERNMENT.

THE N.S. WALES GOVERNMENT.
THE VICTORIAN GOVERNMENT.
THE NEW ZEALAND GOVERNMENT.
THE CHINESE GOVERNMENT.
THE ELDER BRETHREN OF THE
TRINITY HOUSE.



THE SPANISH GOVERNMENT.
THE HUNGARIAN GOVERNMENT.
THE NORWEGIAN GOVERNMENT.
THE CROWN AGENTS for the COLONIES
THE NORTHERN LIGHTHOUSE BOARD.
THE IRISH LIGHTHOUSE BOARD.

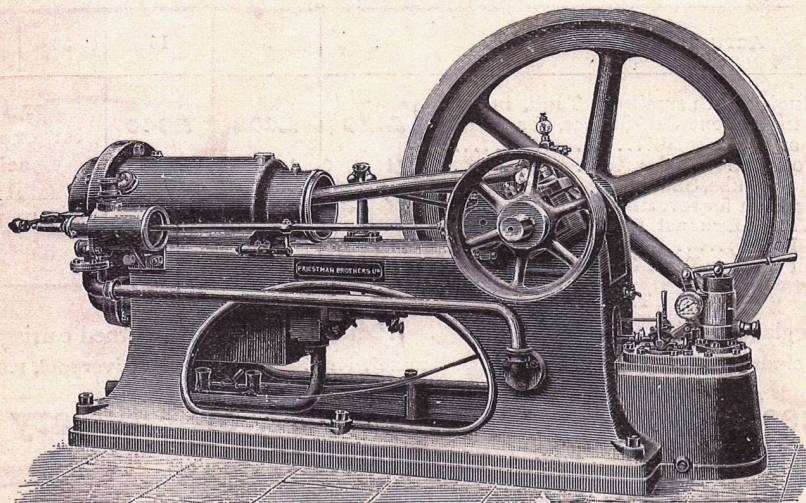
HIS GRACE THE DUKE OF WESTMINSTER. HIS GRACE THE DUKE OF NORTHUMBERLAND.
HIS GRACE THE DUKE DE-LA TREMOÏLE.
&c., &c., &c.

No Coals.

No Lubricating
of Piston.

No Boiler.

No Extra
Insurance.



No Gas.

No Water
Consumed.

No Chimney.

No Driver
to Pay.

"THE ACTION OF THE PRIESTMAN ENGINE FAULTLESS."

SEE THE ROYAL AGRICULTURAL SOCIETY'S JOURNAL.

SPECIAL MEDAL,
FRANKLIN INSTITUTE.
GOLD MEDAL,
EDINBURGH.

UNPRECEDENTED SUCCESS!!
The PRIESTMAN OIL ENGINE received from
The Royal Agricultural Society of England
Highest Obtainable Awards **3 Years in Succession.**

SPECIAL MEDAL,
NEW YORK,
GOLD MEDAL, GLASGOW.

IGNITION BY HEAT OR ELECTRICITY AS PREFERRED.

REPEAT ORDERS HAVE BEEN RECEIVED FOR SAVING LIFE AT SEA FROM
THE ELDER BRETHREN OF THE TRINITY HOUSE.

THE PRIESTMAN OIL ENGINE.

Extract from a Report, dated 6th August, 1895, by **Professor W. ROBINSON, M.E., Assoc. M. Inst., C.E.**, Author of Cantor (Society of Arts) Lectures on Petroleum Engines. "I am in a position to speak exceedingly well of it (the Priestman Oil Engine), "after testing 3 or 4 leading types of Oil Engines my faith in yours is as strong or stronger than ever."

REVISED PRICE LIST OF STATIONARY ENGINES.

ACTUAL OR BRAKE H.P.	1½	2½	4	6	8	11	14	18	22	28	36	65								
Engine, without Water Vessel, but including Patent Self-Starter, for 6 H.P. and upwards	£62	£79	£99	£118	£145	£175	£218	£245	<div>For the larger Sizes Special Quotations will be given.</div>											
Water Vessel													2 18 0	3 5 0	3 12 0	4 14 0	6 10 0	10 18 0	12 13 0	16 0 0
Piping to Water Vessel, not exceeding 6 feet													1 7 0	1 14 0	2 0 0	2 12 0	2 19 0	3 3 0	4 0 0	4 10 0
Exhaust Piping not exceeding 18 feet													1 6 0	1 11 0	1 12 0	2 0 0	2 17 0	3 0 0	3 13 0	4 0 0
Foundation Bolts													0 8 6	0 9 0	0 10 0	0 12 0	0 16 0	1 0 0	1 5 6	1 12 0
IF REQUIRED.																				
Pulley, standard size	0 15 0	0 17 0	1 0 0	1 3 0	1 10 0	2 0 0	2 12 0	3 5 0	<div>For the larger Sizes Special Quotations will be given.</div>											
Circulating Water Pump for taking supply of Water from below	4 15 0	5 5 0	5 10 0	6 0 0	6 15 0	7 0 0	8 10 0	9 15 0												
Second Fly-wheel	2 15 0	3 0 0	4 5 0	5 10 0	7 5 0	9 0 0	11 0 0	13 0 0												
*Strong Carriage, Wheels and Shafts, for stationary Engine, making portable ditto.	26 15 0	32 5 0	37 10 0	43 0 0	49 15 0	57 0 0	66 0 0	0 0 0												
* For Wheels and Axles only, special quotations will be given.																				

REVISED PRICE LIST OF MARINE ENGINES.

THE
PRIESTMAN
ENGINE
IS NOW
IGNITED BY
HEAT OR
ELECTRICITY
AT THE
CUSTOMERS'
OPTION.

ACTUAL OR BRAKE H.P.	2	8	15	30	65
Engine with small Oil Tank, including Patent Self-Starter, for 8 H.P. and upwards	£128	£208	£345	For the larger sizes Special Quotations will be given.	
Foundation Bolts	1 0 0	1 10 0	2 0 0		
Stern Tube, Shaft, Propeller, with provision for reversing	48 0 0	55 0 0	96 0 0		
Water, Exhaust Piping, & Silencing Box	7 0 0	11 0 0	17 0 0		
Oil Storage Tank & Fittings	17 0 0	20 0 0	27 0 0		

THE
PRIESTMAN
ENGINE
IS NOW
IGNITED BY
HEAT OR
ELECTRICITY
AT THE
CUSTOMERS'
OPTION.

These Prices are subject to revision without notice.

PACKING—For England 2½ %. For Shipment, 3 %. Half allowed if cases returned carriage paid in good condition
DELIVERY—Prices include delivery to rails or alongside steamer, Hull. To London or Liverpool, F.O.B. 30/- per ton extra.

Approximate Speeds, Weights, Dimensions, &c., of Stationary & Marine Engines STATIONARY.

SIZE OF ENGINE, BRAKE H.P.	1½	2½	4	6	8	11	14	18
Revolutions per minute	320	300	280	260	225	200	190	180
Pulley (Standard size) } Dia	8in.	11in.	14in.	16in.	18in.	24in.	26in.	30in.
} Width	2½in.	3½in.	4in.	5in.	6in.	7½in.	8in.	9in.
Fly Wheel, Diameter	2ft. 6in.	3ft. 2in.	3ft. 6in.	3ft. 11in.	4ft. 7in.	5ft. 3in.	5ft. 6in.	5ft. 9in.
Weight of Engine with Fly Wheel	Cwts. 13	17	27	34	49	65	81	93
Overall dimensions } Length	3ft. 4in.	5ft. 8in.	6ft. 9in.	7ft. 9in.	8ft. 8in.	9ft. 8in.	10ft. 5in.	11ft. 0in.
} Breadth	2ft. 9in.	2ft. 7in.	3ft. 0in.	3ft. 5in.	4ft. 0in.	4ft. 7½in.	4ft. 11in.	5ft. 6in.
} Depth	4ft. 2in.	3ft. 6in.	3ft. 11in.	4ft. 4in.	5ft. 0in.	5ft. 8in.	5ft. 11in.	6ft. 2in.
Water Vessel } Dia	2ft. 3in.	2ft. 6in.	3ft. 0in.	3ft. 6in.	4ft. 0in.	4ft. 9in.	5ft. 0in.	4ft. 6in.
} Height	6ft. 0in.	6ft. 6in.	7ft. 0in.	7ft. 6in.	8ft. 0in.	9ft. 0in.	9ft. 0in.	8ft. 6in.
Portable Trolley	Cwts. —	11	12	14	19	24	29	two
Second Fly Wheel	Cwts. 2	3	4½	6	9	14	17	21

DOUBLE-CYLINDER VERTICAL MARINE ENGINES.

SIZE OF ENGINE, BRAKE H.P.	2	8	15	SIZE OF ENGINE, BRAKE H.P.	2	8	15
Revolutions per minute	350	260	250	Oil Storage Tank, capacity galls..	22	45	90
Diameter of disc	1ft. 8in.	2 off 2ft.	2 off 2ft 7in	" Diam outside	1ft. 7in.	1ft. 11in.	2ft. 5in.
Overall Dimensions } Length	3ft. 3½in.	4ft. 3½in.	5ft. 10in.	" Length overall	2ft. 3in.	3ft. 0in.	3ft. 8in.
} Breadth	3ft. 0in.	3ft. 2in.	4ft. 0in.	" Weight with Fittings	1 1 6	2 2 0	3 2 22
} Depth	3ft. 10in.	5ft. 1in.	5ft. 11in.	Propeller Gear, weight	2 0 0	3 2 0	5 0 0
Weight	Cwts. 14	29	54	Piping, weight	0 1 7	0 1 16	1 0 0

THE PRIESTMAN OIL ENGINE

HAS THE FOLLOWING ADVANTAGES—

PERFECT GOVERNING, which is effected in a similar manner to the Steam Engine, a greater or less impulse being obtained according to the work to be done. The "hit and miss" arrangement ordinarily employed in internal combustion Engines not being adopted.

PERFECT COMBUSTION is obtained by the adoption of the "Pneumatic Poker," producing "Oil Dust," whereby the combustion is so perfect that the Engine will run for many months without cleaning piston or valves.

AUTOMATIC LUBRICATION is obtained by the mode of treating the Oil, which avoids the trouble and expense of using a costly lubricant for the piston and valves.

THE SELF-STARTER is included in the price, and fitted on all Engines of 6 H.P. and upwards. Its action is perfect.

IMPROVED MEANS OF HEATING the Vaporiser is now supplied, a few strokes of the pump only being necessary, instead of the constant labour as heretofore in warming.

ALTERNATIVE MEANS OF IGNITION. The latest improved Electric Igniter is recommended for regularity of speed. Engines are using this for periods varying from 500 to 2000 working hours and upwards without renewing the cells, but if preferred, Ignition by Heat can be substituted, without additional expense.

PROOFS OF SIMPLICITY & VALUE.

"Requires little attention, a gardener or coachman would suffice." **Electrical Power Storage Co., London.**

"My Engine is worked by a Farm Labourer." **E. Dudley, Esq., Melton.**

"I handle the Engine with plantation hands." **M. Wilkins, Esq., Faunsdale.**

"One of the Sisters has entire charge." **The Sisters of the Poor, New York.**

"A Farm Labourer has had sole charge of it." **J. H. Dugdale, Esq., Rowney Abbey.**

"Labouring men have learned very quickly how to use it." **W. C. Alderson, Esq., Overbrook.**

"Your Oil Engines are giving great satisfaction, causing no noise, smell, or annoyance whatever." **Messrs. Laing, Wharton & Down, London.**

"Easily understood, requires little attention." **W. W. Chapman, Esq., Wadhurst Park.**

"The Shepherd manages it quite easily." **Messrs. T. & R. Armstrong, Newcastle.**

"Being very simple, cannot get out of order." **F. J. Bramwell, Esq., Sheffield.**

"The Engine acts excellently. The absence of an ignition flame ensures indisputable superiority over all other systems." **Ernest Schulze, Esq., Allmark.**

"It is of all Oil Engines I know, the best." **Count Leinengen, Titel, Hungary.**

"Giving every satisfaction." **Sir Gilbert Greenall, Bart., Tarporley.**

"Is clean and noiseless." **The Hon. C. B. Portman, Blandford.**

"We have pleasure in stating that the Oil Engine has given us every satisfaction, both as regards economy of fuel and labour." **Messrs. Howards & Sons, Stratford.**

"Always worked well, cleaned twice only in 19 months." **Hermann Plate, Esq., Mammendorf, nr. Magdeburg.**

"I find your Oil Engine in use on my farm for two years a very cheap power to use." **W. E. Long, Esq., Woodnesboro, Dover.**

"Requires so little attention."

Messrs. M. Holzapfel, Sebastopol.

"The Head Mason has charge of it."

H. Weld-Blundell, Esq., Lulworth Castle.

"The attendant may be engaged in other work."

The Agricultural Association, Strand.

"The man only having to look in occasionally to give it oil."

Sir Edward Hulse, Bart, Salisbury.

"Not heard a word of complaint from my Gardener."

Sir Thos. Sutherland, M.P., London.

"Easily attended by a Lighthouse keeper, reliable, satisfactory."

D. A. Stevenson, Esq., Edinbro'.

"A Javanese learned the treatment of it in a very short time."

H. Heymering, Esq., Java.

"The Oil Engine has worked admirably. It is a beautiful piece of mechanism."

Sir Henry Doulton, Lambeth Pottery.

"It is so simple, requires so little attention, costs so little running, and does its work so well."

John Shaw, Esq., Beverley.

"I am pleased to certify to the good work done by the Oil Engine. It gives every satisfaction."

Thos. A. Aspdon, Esq., Sykes Holt.

"The Oil Engine has been working most satisfactory"

Col. C. Gosling, Stratton Audley Park.

"Gives us every satisfaction, can highly recommend it for the little attention it requires."

S. G. Stone, Esq., Westham.

"It is the best for Electric Lighting I have ever seen or heard of."

The Late C. Y. Blair, Stockton-on-Tees.

"Continues most satisfactory."

J. E. Ellis, Esq., M.P., Scalby.

"The 5 H.P. continues to run well, thrashing, grinding, and chaff cutting."

H. M. Barstow, Esq., Greengates Farm, Leeds.

"The Oil Engine has done its work most satisfactorily, being easily managed by unskilled attendants."

Patrick Macnamara, Esq., County Clare.

"The Engine gives every satisfaction, I am more than pleased with it."

A. Bourne, Esq., Bromley.

Messrs. J. B. SAUNDERS & Co., Electrical Engineers, Cardiff, writing on the 20th December, 1895, state:—

"We have purchased 5 of your Engines, in each case they give every satisfaction. We have had experience of other Engines, and we have no hesitation in saying that The Priestman Oil Engine is superior to any we have seen in the market."

THE PRIESTMAN OIL ENGINE.

Extracts from Certificates by Eminent Authorities.

Sir WM. THOMSON, F.R.S., L.L.D., says:—"It ran with admirable regularity. Combustion so perfect is obtained, "that deposit of carbon in the cylinder and passages is most satisfactorily obviated." The same gentleman (now) **The Right Hon. LORD KELVIN** writes:—"I wish I could be present at the meeting to-night (March 14th, 1892), to "say how pleased I am to find Priestman's Oil Engine a **practical success.**"

Prof. UNWIN, F.R.S., M.I.C.E., at a meeting of the Civil Engineers in London (March 14th, 1892), called special attention "to its **great simplicity.**"

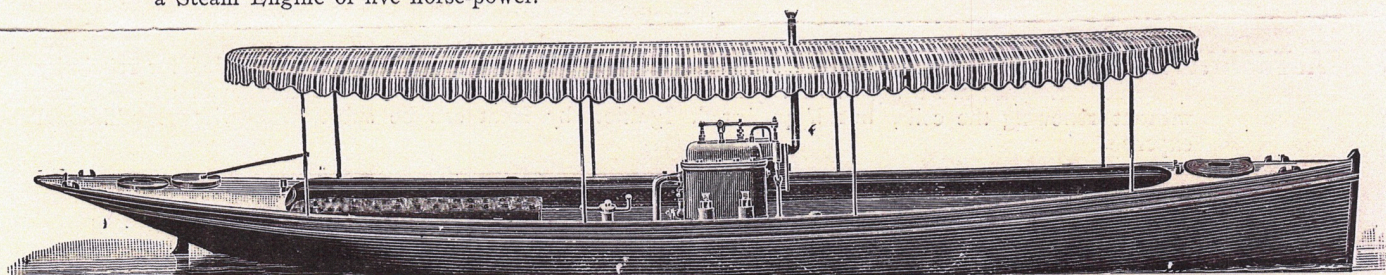
Dr. WM. ANDERSON, F.R.S., President of the Mechanical Section of the British Association said:—"Attempts to use "Oil in this way date back many years, but it was not until 1888 that Messrs. Priestman Bros. exhibited an **engine** "that **worked successfully.**"

Sir SAMUEL CANNING, M.I.C.E., said:—"The Patentees **have succeeded**, all other attempts so far as we know, "having hitherto been baffled."

BOVERTON REDWOOD, Esq., F.I.C., F.C.S., said:—"Messrs. Priestman Brothers **have solved the difficulties** "attaching to the direct employment, as a source of power, of ordinary petroleum."

Prof. ROBINSON, M.E., M.I.C.E., comparing it with Gas Engines, said:—"The Priestman Oil Engine has now "established itself as a **still more useful and popular** prime motor."

Prof. COLEMAN SELLERS, E.D., said:—"I have myself tested the accuracy of many of Professor Unwin's figures. It "is indeed remarkable that better results should have been obtained in an Oil Engine of only five horse-power than "a Steam Engine of five horse-power.



THE PRIESTMAN MARINE OIL ENGINE.

Made in sizes from 2 to 90 H.P.

Extracts from the Journal of The Royal Agricultural Society of England:—

"Explosions perfectly regular." "Exhaust quiet." "No unburnt Oil." "Economy of fuel almost unprecedented." "The action of the Engine faultless." "Works with about $\frac{1}{4}$ as much fuel as a small condensing Engine." "Performance remarkably good, probably unprecedented."

THE FOLLOWING AMONGST MANY OTHERS HAVE ADOPTED

THE PRIESTMAN OIL ENGINE.

The British Government. 8 Engines	The Chinese Government 2 Engines	The Norwegian Government 3 Engines	The Elder Brethren of the Trinity House 4 Engines
The Northern Lighthouse Bd. 12 Engines	Messrs. Ludwig & Smith, 3 Engines	The Rt. Hon. Lord Granville. Theodore Peel, Esq. G. Y. Blair, Esq. 2 Engines	Farnley Iron Co., Ltd. 2 Engines
The Gt. Western Railway Co. His Grace The Duke of Westminster, K.G. His Grace The Duke of Northumberland. His Grace The Duke de-la Tremoile. Messrs. Bolckow, Vaughan and Co., Ltd. The Walsall Wood Colliery Co., Ltd. Messrs. Laing, Wharton & Down 4 Engines	The Irish Lighthouse Board 2 Engines	The Rt. Hon. Lord Justice Kay. The Rt. Hon. Lord Justice Fry. The Rt. Hon. Lord Wantage. H. Chayter, Esq., D.L., J.P. 2 Engines	The Barry Graving Dock and Engineering Co., Ltd. 3 Engines
Messrs. Mather & Platt, Ltd. 2 Engines	The Rt. Hon. Lord Masham The Hon. C. B. Portman Sir T. Sutherland, K.C.M.G., M.P. Sir Edward Hulse, Bart. Sir Gilbert Greenall, Bart. Messrs. The I.R.G.P. & Tele- graph Works Co., Ltd. 2 Engines	Messrs. Ferens and Love. Sir T. Barrett-Lennard, Bart. Lieut-Col. Ramsden. The Guernsey Waterworks Co., Ltd. 5 Engines	The Charlaw and Sacriston Colliery Co., Ltd. 2 Engines
The South Kirkby Colliery Co., Ltd. R. F. Yorke, Esq. 3 Engines	Messrs. Brown & Co., Ltd. 2 Engines	Major-Gen. Hawes. Capt. Morgan-Grenville. Messrs. Bell Brothers, Ltd. 6 Engines	The Countess of Shaftesbury Messrs. Crompton and Co., Ltd. 2 Engines
Messrs. J. G. Statter & Co. 4 Engines	Lieut.-Col. Saltmarsh, J.P. Messrs. B. Verity & Son, 2 Engines	Messrs. Morgan, Williams and King. 2 Engines	Messrs. Drake and Gorham. 5 Engines
Messrs. Faraday & Son, 2 Engines	Messrs. Strakers & Love The Bridgewater Canal Co. 2 Engines	N. G. Clayton, Esq. F. M. Newton, Esq. 4 Engines	The Denaby Main Colliery Co. M. Carre and Fils. 9 Engines
E. B. Dawson, Esq., J.P. C. J. Williams, Esq., J.P. 2 Engines	G. Jarmay, Esq. 2 Engines	T. H. Ismay, Esq. 3 Engines	Messrs. W. Jenkins & Son. 2 Engines
Major-Gen. Leigh-Pemberton, C.B. Messrs. M. Waller & Co., Ltd. 2 Engines	J. E. Ellis, Esq., M.P. 2 Engines	J. H. Love, Esq. 2 Engines	Messrs. Easton & Anderson, Ltd. Sir Philip Rose 2 Engines
	Messrs. E. Scott & Mountain, Ltd. 3 Engines	Messrs. R. Warner & Co. 6 Engines	Sir R. Tempest-Tempest. Messrs. Woodhouse and Rawson, United, Limited 2 Engines
			Sir Hedworth Williamson, Bt. H. S. King & Co. 2 Engines
			R. B. Kennedy, Esq. 2 Engines

WORKS: HOLDERNESS FOUNDRY, HULL. LONDON OFFICE, 73a, Queen Victoria-St., E.C.

Telegraphic Addresses—"PRIESTMAN, HULL." "PRIESTMAN, LONDON."