

# INVENTOR EDISON TELLS NEW BATTERY'S POWERS

**A Single Charge Will Drive a Light  
Vehicle 100 Miles.**

**CAN PROPEL A 2-TON TRUCK**

**Recharging Problem for Touring Ve-  
hicles Is Not Yet Solved—Big  
Factory to be Built.**

*Special to The New York Times.*

ORANGE, N. J., Aug. 3.—In announcing again this afternoon that he had solved the problem of the electric propulsion of auto-vehicles, Thomas A. Edison denied recent extravagant assertions attributed to him, and told some things that his new storage battery will not accomplish.

Mr. Edison announced that within a few weeks work would be started on a factory building in which the battery will be made. It will give employment to several hundred persons. The building will be 600 feet long, sixty feet wide and three stories high.

Mr. Edison said that recent statements that his battery would drive an automobile at the rate of thirty-three miles an hour from New York to Philadelphia and back on a single charge of the battery was untrue. What he did say was that a pleasure vehicle, under the most favorable conditions, such as would hardly be met with in every-day practice, might run at the rate of twenty miles an hour for a distance of 150 miles. The best he would guarantee on a single charge was 100 miles.

"The troubles in the battery that I have been trying for two years to remedy have been purely mechanical," said Mr. Edison. "They have been greatly due to the swelling of the nickel element. I have succeeded in reducing the weight of the battery to, from forty to forty-five pounds per horse-power. It has taken time to find out what was needed for this battery, because we can't look ahead and see just what such a thing is going to do after we have it sketched on paper. In the two years I have been experimenting we have turned out some 14,000 cells and have operated 160 auto-vehicles.

"I do not pretend to have solved the problem of touring vehicles. That can only be possible when more charging stations are spread about the country. Young Cooper Hewitt of New York has helped to solve that problem with his mercury rectifier, which takes the place of the old transformer and makes it possible to convert the alternating currents used in small towns so as to make them available for charging the batteries.

"With proper motor and wagon equipment we can with our cells operate an ordinary delivery wagon for 58 per cent. of the cost of maintaining a horse."

Mr. Edison said that one of the hardest things he had had to contend with was the consequence of the lack of knowledge of those who had used the batteries or rather misused them in practice, but, he added, that was "part of the game," and he had overcome the trouble to a large degree. Under the best conditions he said it took five hours to charge the battery, though if economy was no object the charging could be done in less time.

The inventor has worked with his battery with the particular object of applying it to auto-trucks for commercial purposes, and he says he can drive a two-ton truck now at the rate of thirty-three miles an hour if necessary.

Mr. Edison looks to be in better physical condition than he has been for a long time. His face is full and he has a better color. He attributes the improvement to constant riding in his big steam automobile. Mr. Edison likes outdoor life, and after giving out the statement to-day he said:

"I have about finished the work on this battery and I am glad of it. What I want now is a chance to get out in the woods and see the birds and flowers. I like to study them, and the rocks and ferns and other things of the woods; it rests me after a long campaign like this."

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