STORAGE BATTERY TEST SATISFIES MR. EDISON

Says a Year's Use Has Shown the Problem Is Solved.

IS USED ON AN AUTOMOBILE

Scores of Delivery Wagons, Equipped with the Device, Said to Show Decreased Expense.

Special to The New York Times.

PHILADELPHIA, Penn., July 28.—Thomas A. Edison says he has solved the problem of electric storage battery traction as a practical commercial agency. With his son, Charles Edison, and Frederick Ott, one of his expert assistants, he traveled from Menlo Park to Philadelphia late Wednesday night in an ordinary automobile touring car.

"All the fellows said it could not be done," said Mr. Edison at the Hotel Walton to-night, "but I've solved the problem. I could not believe that nature possessed such a paucity of material for electric storage batteries that lead was the only substance we could use for that purpose. After some research I found that iron rust, nickel rust, and potash answered the purpose just as well, and the only thing left for me to do was to perfect such cells so as to make them of commercial use."

Mr. Edison said that for more than a year 100 delivery wagons in different parts of the country have been regularly driven by the new storage batteries. Many of these wagons are operated by an express company in Washington, and Mr. Edison says that reports on their work and of the work performed by such vehicles in other cities show that the cost is about 58 per cent. of that of horses.

In all, he says, he has manufactured 14,000 of his new storage cells, and is now erecting a factory at Menlo Park, 600 by 60 feet, and three stories high, especially for their manufacture.

Asked if he had tried his cells in touring cars, he said: "Not to any great extent. I am not an automobile manufacturer, but the cells are there if wanted. A friend, however, equipped his touring car with my cells. It weighs two tons, and last week he tried it on one of the New Jersey roads, with the result that he ran easily at a rate of thirty-three miles an hour."

Mr. Edison says that his storage cells are no smaller than the present lead cells, but that they are about half the weight of the latter. Moreover, he says that while the life of the lead cells is about one year, his will not have to be renewed for eight or ten years. Equipped with his cells, he says, a vehicle could be run from Philadelphia to New York without recharging on the journey.

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