

## The Steam Car Superior to Gasoline Cars from Standpoint of Flexibility and Ease of Control.

By WINDSOR T. WHITE, (White.)

The number of different makes of gasoline cars compared to the few steam cars manufactured has frequently been a subject of remark, and has been used by some gasoline advocates as an argument against the steam car. The reason for the practical monopoly of the steam car field is that the patents covering the steam car are controlled by a single company, which prevents effectual competition. I am perfectly confident that an impartial investigation of the relative merits of the gasoline and steam car will not be detrimental to the latter.

Our success has been due to the fact that the White car possesses certain desirable qualities not to be found in other cars. First of all, I might mention absolute noiselessness of operation. Gasoline cars may be reasonably quiet when running along slowly on the city streets, but whenever conditions require a considerable expenditure of power, they are less quiet than the steam car. Secondly, are the great features of smoothness of running and freedom from vibration due to the fact that the power is applied steadily and continuously, not spasmodically or in cycles? Because of this smoothness of running and smoothness in starting, tires last longer. Thirdly, and probably most important, is the flexibility of the steam car. All speeds from zero to maximum are obtained by throttle control alone. The car starts from the seat—no cranking. The engine can never be stalled. The speed of the car responds instantly to the manipulation of the throttle. It does not take any time to "build up speed," as does the gasoline car.

As a fourth point, I would mention the simplicity of operation. In order to control his car for varying road conditions, the driver of a gasoline car must operate (1) the throttle, (2) the spark, (3) the clutch, and (4) the speed changing lever. As compared with this four-fold task, the driver of the steam car handles but one device—the throttle. The regulation and temperature and pressure of the steam are entirely automatic, and are accomplished without in any way requiring the attention of the driver.

Fifth, steam is the world's standard motive power. No other power is ever considered by engineers for important work. Even among the European motor-car builders, there is a marked tendency to revert to steam power for such purposes as motortrucks, motorbuses, &c.

Finally, I would state that the White steam car is the safest type of automobile. The statistics of the accident insurance companies show that from 33 1-3 per cent. to 50 per cent. of all injuries caused by automobiles are due to cranking. As regards the fire hazard—although the insurance companies charge the same rate for all classes of machines, the construction of the reasonable steam car renders it less liable to fire damage than any other machine. The steam car has a gasoline burner, but the adjacent construction is designed to take care of the heat, and to dissipate the products of combustion without their escape being in any way noticeable. All gasoline connections are short, and of substantial construction. They are in a thoroughly protected position, and do not extend under the bonnet. There has never been an explosion of a generator of the White car, and never can be.

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