Stations approximately 75% more efficient.

On August 5th 1925, the Siemens Schuckert Werke Co.entered into a further agreement with the Inventor by which they agreed to pay the sum of 800,000 gold marks, or roughly, 200,000 dollars, for the exclusive license to exploit the Benson Super Power system in Germany and Austria and the right to a competitive licence in certain other countries. They also agreed to pay a royalty of 25 gold marks, or approximately 6.25 dollars, per square metre of heating surface in advance of the first prime mover in all steam plant sold based upon this system, (roughly 10% of cost of steam plants)

I have seen a copy of this agreement.

The figures arrived at by Siemens Schuckert Werke and Benson as a result of the data obtained on demonstration runs, are said to show the following economies:-

(a) In new plant 50% fuel economy,

(b) In old plant 40% " "

(c) In general saving in the cost of power, 40% is claimed.

The application of the Benson system of steam generation has been worked out as regards the following plant to:-

(a) Stationary Power Plant (Public utilities)

(b) Power Plant for Industries.

The Inventor, in conjunction with Siemens Schuckert Werke is now working on the application of Benson steam to Steamships and Railroads (Steam Locomotives)

The Inventor left on September 5th for California. He informed me that he had established an office, with selected German engineers for his staff, in Los Angeles, and there proposed the development of the final design from which working models etc., are being, or will be constructed. Generally speaking he claimed that where first class Ships like the "Aequitania" require 42 large boilers, large quantities of fuel and water, and an army of stokers, he could give the same power and a larger cruising radius with approximately six small boilers. This saving in first cost, space, and weight, is naturally of great importance to any Steamship Company. Another matter of great importance is that it is impossible for the Benson boiler to explode, and the elimination of the disastrous boiler explosions which occur from time to time in Steamships is a very important feature, which alone justifies the consideration of this system.

The Inventor further informed me that the design for the application of the Benson system to Steam Locomotives was nearly complete and they would have a working model in operation in the near future. He claimed they would get the same pull on the drawbar and show a fuel economy of approximately 50% It is, I understand, quite feasible to apply this invention to existing locomotives, and I am informed it will show its greatest economies over long runs.

The Inventor proposed proceeding direct to Los Angeles and working there on the perfection of the final details and upon other propositions of importance to Transportation Companies, until February 1926, when he is due to return to Germany to spend a short period with Messrs Siemens Schuckert Werke.

All of these matters and developments are being kept very secret and great care is being taken to prevent the proposi-