

Supersteamer
Manufacturing
Trust

GENERAL OFFICE:
630 Symes Building
DENVER, COLORADO

STEAM AS MOTIVE POWER

Ever since the discovery of steam power by the experiments of Robert Fulton, the world has recognized its efficiency wherever it could be applied to the use of man. It has always been, and is now known to be the ideal power for silence, cleanliness, economy and efficiency.

The internal combustion gas engine has developed considerable efficiency in pleasure cars, but less in other kinds of automotive vehicles, and is, in a large measure, unsatisfactory for farm tractors.

THE STEAM BOILER

The steam boiler for use in automotive vehicles has never been developed to the point where it could be said to be an absolute success **until now**. If, therefore, the Supersteamer Manufacturing Trust can offer to the public a steam boiler suitable for use in utility and pleasure automobiles, in service trucks and in farm tractors, its acceptance by the world will be immediate, and its claims only need to be satisfactorily proven by the using public to insure its acceptance, adoption and use in place of all other kinds of power.

THE SUPERSTEAMER BOILER

is so named because of its super-efficient construction over all other attempts at boiler construction or invention, and it is now offered to the public. Some of the predominant features of this boiler are:

- (1) It is a water-tube boiler.
- (2) It is made of steel tubing without joints or connecting parts, and is unbreakable, testing to high pressure under both steam and water tests.
- (3) It has inexhaustible life.
- (4) It can be used under all climatic conditions.
- (5) Pure and Impure water can be used in it without harm.
- (6) It can be made to steam quickly.
- (7) It uses the minimum amount of fuel, at minimum cost.
- (8) It delivers the maximum efficiency of power.

HEATING SURFACE

The heating surface is varied to meet the requirements for power, and is as efficient for trucks requiring up to 10 or 20 H. P. as it is for pleasure cars, or for farm tractors, hauling heavy loads under exacting conditions of pull.

THE METHOD OF CONSTRUCTION

of this boiler holds the water at the bottom of the boiler under all conditions, so that no burning of the boiler is possible. It has automatic fire control, automatic water control, and safety-valve devices, making it safe for the novice to operate, requiring only casual attention in the handling of the water and fuel. All that is required is to set the indicator at the steam pressure required, whether it be 200 lbs., or 1,000 lbs., or more, and the automatic devices regulate and control the boiler at this pressure.

The automatically-operating sediment cups prevent scale, sediment, carbon, mud, dirt or other foreign substance from corroding the boiler tubes, and this insures a length of life for the boiler which makes your boiler troubles for the future almost negative.

All these devices, as well as others not herein referred to, are protected under Applications for Letters Patent.

UTILITY

The Supersteamer Manufacturing Trust proposes, and is now preparing, to assemble, manufacture and install boilers in heavy-duty trucks, farm tractors and utility and pleasure vehicles of all kinds, and predicts that the following conditions will prevail as to their use:

That heavy duty trucks will be operated, under any conditions of load and on any grade where traction is obtainable, and will handle such loads easily, efficiently and cheaply; that farm tractors can be successfully and economically operated in the dry-farming districts on small quantities of water; that pleasure vehicles will be enabled to travel over very long distances with enormous saving in water, fuel, tires and up-keep.

In fact, we believe that **THE USE OF OUR BOILER AND AUTOMATIC EQUIPMENT WILL CAUSE A REVOLUTION IN THE MANUFACTURE AND USE OF AUTOMOTIVE VEHICLES.**

OUR GUARANTEE

We do not expect the public to accept these statements without proof. The day has gone by when experiments are to be made at the expense of the using public. An inventor or manufacturer of an article for public use ought to be in a position to guarantee his product to accomplish certain results, stating those results in plain language, so that the user may know what to expect; and if the product fails to meet the expectations produced by such statements, the loss should fall on the seller rather than on the purchaser.

Therefore, we are backing up our assertions about the efficiency of our boiler, which is the very heart of any steam vehicle; and for that purpose we are going to manufacture 100 boilers on specifications furnished by purchasers for installation in trucks, farm tractors, or utility or pleasure automobiles. These 100 boilers will be placed in selected localities in various parts of the country under a written agreement, allowing the purchasers to use them under conditions of service specified, and giving the purchaser the privilege of returning the boiler to us at any time after the test is fully completed, and receiving his money back, if the conditions upon which the boiler is sold are not fully met.

The Guarantee is the only argument we need to make as to our belief in the efficiency of this boiler, and we are making it on this first 100 boilers so that we may convince the using public that we have what we claim to have in boiler efficiency.

After these 100 boilers shall have been used and tested, we reserve the right to withdraw from sale any boilers for use on any vehicles, or in any service, excepting what is put out by our own factories.

TESTS

We have made numerous tests of the efficiency of this boiler and are firmly convinced that our Guarantee will be met in every instance. If the reader is interested in further details as to these tests, they will be gladly furnished on request.

TESTS IN PROSPECT

It is our belief that our utility and other vehicles can be made to surpass in efficiency tests, under running conditions, any car, gas or

steam, manufactured in the civilized world. We are planning a test for the Summer of 1921 in which we expect to invite all cars, of whatever design, make or size, to enter. The test will probably be a continuous run of 4,000 miles, the speed of the car to be set in advance, at not less than 35 miles an hour, or at such greater speed as seems not to be prohibitive of entries of numerous makes. In this contest careful records will be kept of water consumption, gas consumption, kerosene consumption, oil consumption, breakage and tire usage. Such a test is expected to show what efficiency and economy can be produced under ordinary running conditions.

Our prediction is that we will be able to show that the SUPERSTEAMER car covered these 4,000 miles of road with no breakage, with a consumption of not to exceed 25 gallons of water, and with less gas, oil, water and tire-usage than any other car.

FINANCING

The method adopted for financing this manufacturing business is to sell shares, or interests. The first block of 100,000 shares will be sold at par value of \$1.00 per share, and every cent of the money received from the sale of these shares will be placed in the Treasury of the Trust, and will be paid out and distributed to the following funds only:

1st, For operating the office and factory, in the manufacture of boilers, steam automotive vehicles, for wages, materials, etc.	75%
2nd, Expense of selling the shares....	20%
3rd, Advertising	5%

Total100%

The second block of 100,000 shares: The price will be such as may be fixed by the Trustees at that time, which probably will be greater than par, and the proceeds of this second 100,000 shares will be placed in the Treasury of the Trust and distributed in the following funds:

1st, Office and Factory expense.....	50%
2nd, Permanent Improvements in Construction and Enlargement of Factory and Installation of Machinery	25%
3rd, Expense of Selling the Shares....	20%
4th, Advertising	5%

Total100%

Such other and additional shares will be offered for sale as the growth of the business of the Trust may justify. No statement can be made at this time, however, as to the details.

FORM OF ORGANIZATION

This Company is organized as a Common-Law Trust—a form of organization becoming popular in associations for business purposes in the United States. There is nothing new in this method of organization. Common-Law Trusts have been organized as business mediums in many states during our National history, and of late years have come to be frequently used. It is well known that the Standard Oil Trust and the Boston Traction Company, as well as other large concerns, are operating under this form of organization; the Boston Traction Company doing business as "The North American Companies."

The "Supersteamer Manufacturing Trust" was established by making and signing "Articles of Agreement and Declaration of Trust" and this is the name adopted for the handling of the business by the Trustees, with full power and authority to handle the business of the Trust.

Under the provisions of this "Declaration of Trust," there is no personal liability against any of the Trustees, or against any person who may become a Trustee, or against any person who may become the owner of certificates of shares or beneficial interests, except a liability against the Trust Fund which will accumulate in the hands of the Trustees; but the Trustees are charged with the honest administration of and accounting for the funds coming into their hands as Trustees.

This Declaration of Trust provides for a Trust Fund aggregating \$1,500,000.00, distributed into 1,500,000 shares, of the nominal par value of \$1.00 each, and all of these shares are placed in the Treasury of the Company, and the money or property received as proceeds from the sale of these shares is to be placed in the Treasury and paid out on vouchers only.

PERSONNEL OF OFFICERS AND TRUSTEES

The persons comprising the Board of Trustees, and their integrity and business standing, must necessarily have influence on those dealing with us.

The Trustees and Officers of the Supersteamer Manufacturing Trust, named below, will individually or collectively furnish on request such references as to personal integrity, business standing and competency as may be desired.

They are as follows:

FRANK McLAUGHLIN, President, Attorney-at-Law, 630 Symes Building, Denver, Colo.

In active practice in South Dakota and Colorado for thirty years.

S. A. WOOD, Vice-President, 1697 So. Lincoln St., Denver.

Formerly of Breckenridge, Colorado, where he owned and operated a stock farm. For the past four years he has resided in Denver, and has been engaged in a study of steam power and steam boilers.

GEORGE A. McCLAY, Vice-President, 1111 Lincoln St., Denver.

Owens and operates the McClay Auto Co. Inventor and operator of various appliances used on steam motor vehicles.

JOHN J. MULLEN, Treasurer, 860 Emerson St., Denver.

Born and reared in Denver and identified with many large business interests of the City and State.

A. A. FULTON, Secretary, Capitol Building, Denver.

In the service of the State of Colorado since 1913. Formerly connected with industrial companies in Paris, New York and Denver.

H. I. SPINNEY, General Manager, Denver.

For many years employed by the Stanley Motor Carriage Co. as Mechanical Engineer and Business Manager.

GEORGE W. WILLIAMS, Assistant General Manager, West Court Hotel, Denver.

For many years employed as Steam Expert and Mechanical Expert for the Stanley Motor Carriage Company.

PAUL McLAUGHLIN, Trustee, Denver.

Machinist and Expert Auto Mechanic.

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