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FORETOLD HIS ATTACK ON LEADED GASOLINE

Dr. Henderson Says Company Didn't Employ Him When He Indicated Adverse Finding.

NEW HAVEN, Conn., April 23.—Dr. Yandell Henderson, Professor of Applied Physiology at Yale, who attacked the use of leaded gasoline as likely to cause vast numbers of the population to contract chronic lead poisoning, replied today to the statement of Thomas Midgley Jr. that he had sought a retaining fee to be engaged as an investigator of leaded ethyl gasoline.

"The statement of Mr. Midgley," he said, "that I sought a retainer from the Ethyl Gas Corporation and desired to make an investigation for them puts the facts exactly backward. They wrote me two or three years ago asking if I would like to make an investigation for them. I replied that I would do so, but that I believed the results of my investigation could scarcely fail to show that the public use of leaded gasoline would involve an intolerable hazard to public health."

"The wording of my letter was closely similar to the remarks on this subject which I included in my address before the Safety Council Tuesday night. Apparently the Ethyl Gas Corporation did not wish an investigation from that standpoint, for I have heard nothing further from them. I have since learned that they had closely similar replies from several other sanitary experts. None of us who took this view was employed."

"The urgent need of today is for the appointment by the Surgeon-General of the Public Health of a commission of sanitary experts to consider and report on the health hazard involved in the general introduction of ethyl gasoline."

ETHYL GAS OFFICI DENIES MONO

General Manager Midgley Answers Assertions Made Prof. Henderson of Yale.

TELLS OF RESEARCHES

Declares Scientist Failed to Get Retainer to Make Investigation He Attacked

Thomas Midgley Jr., Vice President and General Manager of the Ethyl Gas Corporation, issued a statement yesterday in reply to Dr. Yandell Henderson, Professor of Applied Physiology at Yale, who asserted in a speech on Saturday night that the use of leaded ethyl gasoline threatened to cause a large number of chronic lead poisoning cases among the general public.

The statement denied the Yale scientist's assertion that the ethyl gas makers aimed at a monopoly of the gasoline and motor business and that "literally billions were involved." Referring to Professor Henderson's criticisms of the Bureau of Mines' investigation, Mr. Midgley admitted that the corporation had supplied part of the funds for that investigation, and added:

"If Dr. Henderson wished the public to draw the conclusion that, because a part of the cost of a scientific investigation is defrayed by an industry which is interested in it, the results are to be regarded with suspicion, he may wish to explain why it was that he himself unsuccessfully sought a retainer from the General Motors Corporation to make such an investigation. The General Motors Corporation preferred to entrust such an investigation to an arm of the Government than to a private investigator paid by it."

Explains Why He Answers.

In his general reply to Dr. Henderson, Mr. Midgley Jr. spoke as follows:

"The morning papers carry accounts of the speech of Dr. Yandell Henderson attacking the Ethyl Gasoline Corporation, its product, stockholders, methods of doing business, and morals. The main topic of Dr. Henderson's speech is, or should have been, the consideration of the hazard to public health arising from the use of ethyl gasoline. If the statement had been confined to an expression of Dr. Henderson's opinion on this subject, there would have been no occasion for any statement by the Ethyl Gasoline Corporation, since Dr. Henderson's view on this point have already been widely promulgated by him. The Ethyl Gasoline Corporation desires, however, to make clear the facts concerning the other matters in connection with its business, which were dealt with by Dr. Henderson, particularly the following:

Dr. Henderson states that the purpose of the interests behind the ethyl corporation is to monopolize the production of motor cars and the sale of motor fuel. The facts are as follows: The product of the Ethyl Gasoline Corporation is ethyl fluid, the chemical which when added to gasoline in the percentage of about one-tenth of one percent stops the detonation, or knock, which is experienced to a considerable extent when operating automobile motors under conditions of hard service. The occurrence of this knock is the one important thing which has for a generation past prevented the building of more efficient gasoline engines. The General Motors Corporation recognized this problem some seven or eight years ago and started research in its laboratories at Dayton, Ohio, to determine the cause of this knock and any possible means which might be used to correct it and thereby permit more efficient motors to be built.

Found Cause of Knock

The result of seven years of work along this line was the final discovery that the knock was caused by certain combustion characteristics of gasoline, which, as every one knows, is the only fuel which may be relied upon as a permanent and adequate source of supply for the automobile. It was further discovered that the addition of certain rare, and therefore almost unknown, chemicals to gasoline would prevent this knock.

The results of this research work were freely published, and have already been of immense benefit to the automobile industry in the better understanding of the problems of engine design and the production of more efficient engines and better motor fuels. The sole benefit which the General Motors Corporation received from the expenditure of this work was that it did own patent rights covering particular materials which could be added to gasoline to accomplish the desired result. It has, and can have, no monopoly of the more efficient types of motors which this new fuel will make possible. Indeed, such motors have been in use with special fuels for many years for racing, aeronautical and other purposes. No basic patents on such motors are or can be held by any company. It may be of interest in this connection to know that engines for the airplane Shenandoah are efficient, high-compression Packard aviation motors, and that the Shenandoah has for some time past been using, and is now using, ethyl gasoline, as being the fuel best suited for this type of high-efficiency motors.

The world's speed record for automobiles, recently made by Tommy Milton in California, was obtained by the use of ethyl gasoline in a high-compression motor of another make. Many other examples could be cited to thoroughly prove the advantages obtained by the use of this fuel in such motors. Such motors are built by various motor manufacturers in no way associated with the Ethyl Gasoline Corporation.

Other Investigations Made

The Standard Oil Company of New Jersey started on the same line of research work referred to as having been initiated by the General Motors Corporation some two years later, and followed this line of research independently, but in close cooperation with the General Motors Corporation until the Summer of 1924. At that time it was conceived to be not only to the best interests of these companies, but to the interest of the more rapid progress of this economic improvement to merge these two lines of effort through the organization of the Ethyl Gasoline Corporation. The General Motors Corporation had previously entered into contracts with many large oil refiners for the sale of its antiknock product, and at the time of the organization of the Ethyl Gasoline Corporation the Standard Oil Company of New Jersey specifically stated that its connection with the Ethyl Gasoline Corporation would have no effect whatever on the marketing policy of that corporation and that it was from seeking to obtain any monopoly of the sale of ethyl gasoline, the purpose and policy was to freely license the entire petroleum industry. At the present time not only the Standard Oil Company of New Jersey, but a number of companies both large and small and in no way associated with the Standard Oil Company of New Jersey, are selling ethyl gasoline.