



The beginning of many a serious illness

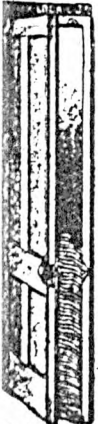
Danger!
give that sore
throat continuous
antiseptic treatment

UNLESS it is given proper treat-
ment, a common sore throat
develop serious complications.
Get rid of it don't rely only on a
sore or gargle night and morning.
Use it antiseptic treatment all day
wherever you happen to be.
Carry a bottle of Formamint with
you, and at convenient intervals slip
one of these pleasant-tasting, anti-
septic tablets into the mouth.
To treat sore throat, one tablet
every hour or so; to prevent infec-
tion, one every two or three hours.
No drugs.



Formamint
PAIN-KILLING THROAT TABLETS

**HOFFMANN
BURGLAR-PROOF
TRIPLEX LOCK**
LOCKS EVERY DOOR TOP, SIDE
& BOTTOM. NO BUR-
GLAR CAN ENTER UNLESS HE
BREAKS THE DOOR IN PIECES.



People put on an Extra
Latch, but what securi-
ty is a Latch on any
of the present locks on
a 7 or a 9 foot door?
**Hoffmann
Burglar-proof
TripLex**
Lock does away with
all Bolts, Latches and
Padlocks. THEREFORE
HOFFMANN TRIPLEX
LOCK IS RECOM-
MENDED BY 14 BUR-
GLAR INSURANCE
COMPANIES.

Made of Bronze. Can
be used a Mortise or
Him. Locks sold in all
Hardware Stores at
25% discount or from
HOFFMANN TRIPLEX LOCK CO.
4 Walker St., near Broadway, N. Y. City
Phone Franklin 3743. Write for catalogue

Do you want a couple for housework in
the country or the suburbs? Read the
Situations Wanted columns of
the New York Times.—Adv.

non-ethyl, gasoline and one group
which was exposed directly to lead
dust were studied intensively. In all,
252 persons submitted to the tests and
examinations, made up in the follow-
ing groups:

Group A—Thirty-six men employed
by the City of Dayton, Ohio, as chauff-
eurs of cars using gasoline containing
no lead.

Group B—Seventy-seven chauffeurs
employed by a public service corpora-
tion in Dayton driving cars which
used ethyl gasoline as motor fuel over
a period of approximately two years.

Group C—Twenty-one men employed
as garage workers or at gasoline fill-
ing stations in Dayton and Cincinnati
where no gasoline containing lead was
used.

Group D—Fifty-seven men employed
in garages and filling stations in Day-
ton and Cincinnati on work similar to
those in Group C, but with ethyl gaso-
line.

Group E—Sixty-one men employed in
two industrial plants in which there
was known to be serious exposure to
lead dust. This group was selected to
serve as a check on the validity of the
clinical and analytical methods used
in the study of the subjects in the
other groups.

Each Participant Tested.

A clinical examination of each per-
son was made by four physicians.
These examinations included the in-
dustrial history of the subject. Blood
smears and other specimens from each
person were sent to Washington for
microscopic and chemical study by
specially trained experts in research
dealing with lead and lead poisoning.
To these experts the persons were
known only by number, nor did they
know whether the subjects they were
studying were exposed to ethyl gaso-
line.

A further muscular test was made
of each subject by a special method
devised for the investigation. Various
clinical tests were employed to find
out the amount of lead absorption or
ingestion in each subject, including an
estimate of stippled or speckled red
blood cells which would indicate that
the subject had absorbed an element
such as lead.

These clinical examinations, the sci-
entists reported, failed to give any de-
cisive indication of lead poisoning
among chauffeurs or workers in gar-
ages in which ethyl gasoline was used
as a motor fuel. The only injury ob-
served was acute irritation of the eyes
in a few cases, due to gasoline getting
into them. This occurred with both
ordinary and ethyl gasoline, but was
perhaps more severe in one case due
to the gasoline with the ethyl content.

The committee reported that in Group
E, which comprised workers in plants
where there was a known and serious
exposure to lead dust, definite clinical
symptoms of lead poisoning were re-
vealed, although the workers had been
exposed during shorter periods than
the chauffeurs and garage employees.

The chemical blood analyses and
other chemical tests showed one fact
of interest—that garage workers who
were not exposed to the ethyl gas had
in some way taken lead into their sys-
tems.

Lead Found in Dust.

While the tests showed no great dif-
ferences between workers employed in
garages using tetra-ethyl gasoline and
garages using tetra ethyl gasoline and
were indications of "a greater storage
of lead" in the bodies of those exposed
to ethyl gasoline. An analysis made
of sweepings and dust from garages
where both groups were employed
showed a lead content which the com-
mittee believes may be the source of
lead traces found in the examinations.

So far as the committee could ascer-
tain all the reported cases of fatalities
and serious injuries in connection with
the use of tetra ethyl lead have oc-
curred either in the process of manu-
facture of this substance or in the
procedures of blending and ethylizing.

All the workers examined were
questioned, in regard to their knowl-
edge of cases of possible injury, and
inquiries were made in the Dayton

rising from the production of carbon
monoxide gas. The vast increase in
the number of automobiles throughout
the country makes the study of all
such questions a matter of real im-
portance from the standpoint of public
health, and the committee urges
strongly that a suitable appropriation
be requested from Congress for the
continuance of these investigations
under the supervision of the Surgeon
General of the Public Health Service
and for a study of related problems
connected with the use of motor
fuels."

CREDITS YALE FOR INQUIRY.

**Professor Haggard Tells of Urging
the Investigation.**

Special to The New York Times.

NEW HAVEN, Conn., Jan. 19.—W.
H. Haggard, Assistant Professor of
Applied Physiology at Yale Univer-
sity, commenting on the report of the
commission on tetraethyl gas, said
the investigation was the outgrowth of
the stand taken by medical professors
at Yale. He and Professor Yandell
Henderson were the first to make pub-
lic the cause of the mysterious deaths
at Bayonne, N. J.

"At the time of the deaths Professor
Henderson and I issued a strong plea
against the use of the tetraethyl lead
in gasoline until thorough investiga-
tions should be made," said Professor
Haggard. "We thought that it was
probably harmful and we did not be-
lieve its public sale should continue un-
til the matter was looked into by the
Board of Health."

"Ever since we issued our public
statements people have been writing to
us saying that they felt sick and won-
dered if it could be from the tetra-
ethyl lead in their gasoline. In view of
the public attitude toward the com-
pound, I doubt very much if the Stand-
ard Oil Company will manufacture it,
even after the decision has been made
in their favor. There has been so much
publicity in the matter that it will
take a long time for people to regain
their confidence in it."

HARRIS WON'T ACT NOW.

**Health Commissioner Will Study
Report Before Raising Boycott.**

Dr. Louis I. Harris, Health Com-
missioner of New York City, said last
night that he would take no action
in the matter of raising the boycott
against the sale of leaded gasoline in
this city until he had seen the full re-
port of the committee and consulted
with experts.

"I have been keeping in touch with
Surgeon General Cumming on this mat-
ter," Dr. Harris said, "and will read
the full report before taking any ac-
tion here. So far as I know the or-
der forbidding the sale of tetra-ethyl
gasoline in New York City last May
has never been rescinded."

E. W. Webb, President of the Ethyl
Gas Corporation, a subsidiary of the
Standard Oil of New Jersey and Gen-
eral Motors Corporation, which sus-
pended the manufacture of ethyl gaso-
line last May following the deaths of
five employees of its Bayway, N. J.,
plant issued the following statement
yesterday:

"The history of this company has not
been that of the usual commercial en-
terprise. The development of ethylized
gasoline was the result of the joint ef-
fort of two of the largest units in
the automobile and oil industry. Their
common purpose was to provide a bet-
ter and more efficient motor fuel and
thus to conserve a vital natural re-
source."

"When after two years of successful
progress in this direction the question
of a possible health hazard was raised
the company voluntarily suspended op-
eration pending the investigation of
the question by the Surgeon General's
committee. Naturally, we are satisfied
by the committee's findings and re-
port. Cooperating with the Surgeon
General and giving full effect to the
committee's recommendations, we plan
to resume operations."

2,841 S

2,106 C

Size range

Due to th

FIFTH AVENUE

EXTRA SPACE

N-t.

Jan. 20. 1926

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