



U. S. PATENT OFFICE

W. P. DEPPE

149 CHURCH STREET
NEW YORK CITY, U. S. A.

GAS
ENGINES
PATENTS ISSUED

November 27, 1936.

Mon. Henry Morgenthau, Jr.,
Secretary of the Treasury,
Washington, D.C.

FILE L.C.M.

Dear Sir:.

Please note copy of my joint letter of the 25th inst. to the American Petroleum Institute and the Automobile Manufacturers Association, on the subject of "The Shambles on American Highways are result of allowing predatory rugged individualism and selfish self-government by economic royalists to run riot."

The officials of the works controlling the lead dope fuel monopoly under what the writer believes to be unlawful patent claims, as shown by court records, have boasted that the Congress and even the U.S. Supreme Court do not dare to deal definitely with their piracy in business operations and fraud in court proceedings, resulting in judicial fraud, as will be demonstrated in subsequent letters to the organizations named, by public records.

How can the Congress and the Supreme Court ignore such facts as referred to herein, in the face of the recent elections, clearly showing that a majority of the American people do not approve misrepresentations by anyone, in order to further allow clear violation of the U.S. Constitution and Acts of Congress based thereon, instituted for the protection of the common defense and the public welfare in the exact manner specifically stated in the Constitution itself?

Sincerely yours,

Enclosure.

W. P. Deppe

M. R. W.

November 25, 1936.

Automobile Manufacturers Association,
#366 Madison Avenue, City.

American Petroleum Institute,
#50 West 50th Street, City.

Gentlemen:

THE SHAMBLES ON AMERICAN HIGHWAYS ARE RESULT OF ALLOWING PREDATORY BIGGAME INDIVIDUALISM AND SELFISH SELF-GOVERNMENT BY ECONOMIC ROYALISTS TO RUN RIOT.

Referring to my joint letter to you of November 18, 1936, relating to the necessity for elimination of poisonous exhaust gases in motor vehicles on American highways because of the toxic effect on human beings, resulting in accidents, with death and injury greater than in war --

In order to demonstrate the piratical attitude of technical men employed by the members of your Associations, towards independent inventors who solve problems involving the very life of the industries affected, please note letter, quoted below, from Mr. Benj. H. Anibal, Chief Engineer of the Peerless Motor Car Company, to the writer, which explains its self. Mr. Anibal is now Chief Engineer of the Pontiac Division of the General Motors Corporation, which Corporation boasts that even the U.S. Supreme Court does not dare challenge its fraud in Court proceedings and resulting in judicial fraud:--

"April 17th, 1922.

"Dodge Motors Corporation,
151 Church St.,
New York City, N.Y.

Gentlemen:

Attention; Mr. W.P. Dappe.

This acknowledges receipt of your letter of April 13th with enclosure of certain patents, etc. These we are returning, due to the fact that we do not have any idea why same have been sent to the Peerless Company. Unless there is some reason for your mailing us these patents, which should be called to our attention at time of mailing same, there is no necessity of sending the Peerless Company such patents because they serve as information that always goes in the permanent file (waste basket).

Yours very truly,
Benj. H. Anibal
Chief Engineer.

Please note that in 1923, a Sub-Committee of the Society of Automotive Engineers, consisting of the Technical Assistant to the Presi-

dent of the G.M.C., the Chief of the Power Division of the U.S. Bureau of Standards, and the President of the Waukesha Motor Company, ruled the writer out of any consideration as a member of the S.A.E. on the allegation that it was not scientific and because he had filed a suit for infringement of his discovery science fuel process patents against the G.M.C.

The G.M.C., however, was allowed ad libitum ability to exploit its poisonous lead dope fuel theories based on dry mixtures covered by writer's patents of 1920.

In order that you may clearly understand the necessity for my grave charges against the members of your Association, please note that in the Proceedings of the S.A.E. for 1916 are a number of addresses of well-known technical experts dealing with the fuel crisis which was beginning to develop in America at that time, in the form of high and rising prices for motor fuels which caused a considerable percentage of the motor vehicles then in use to be laid up by individual owners.

Also, please note the appeals of well-known members of the S.A.E. appearing in the 1916 Proceedings of that Society, for a solution of the economic problem caused by the inability of wet mixture fuel methods in use in the engines produced at that period, to properly utilize fuels available.

Please note particularly that the Chairman of the National Advisory Committee for Aeronautics, for 1916, stated in an address (as shown in the 1916 Proceedings of the S.A.E.), that more than 4,000 patents issued at that time relating to fuel carburetion, could not solve the technical and economic problems involved in the fuel crisis, developed by the war in Europe causing American oil refiners to strip the more volatile cuts of petroleum for military airplane purposes abroad and selling less volatile to American buyers.

This noted technical expert fallaciously alleged that the problem was the simple one of taking item A from one patent, plus item B in another patent, plus item C in some other patent, etc., in order to produce apparatus capable of solving the fuel problem for gas engines at that time.

Your attention is now called to the fact that no such simple solution was possible because, as shown in public records, it required the development of the science of equilibrium vaporization and methods and apparatus as developed by the writer (causing the lowering of the boiling, vaporizing and superheating points of liquid fuels in air mixtures from 100 to 125 deg. with complete vaporization of fuels), which did not exist in the wet mixture engines and methods with incomplete vaporization and producing tarry and solid residues, with carbon monoxide in exhausts.

Your attention is called to the fact that this science and the methods based thereon in engine operating conditions, was said to be contrary to the accepted science, by leading scientists, engineers and prior inventors in 1916, who based their fallacious views on fractional distillation and vaporization processes used in laboratories and in wet mixture engine operation.

Please note that in Volume III, pages 100 forward, in U.S. Supreme

Court #622, 1927, of Trial Court proceedings, are shown a number of letters by the writer to leading motor works in America explaining in simple English some of the technical details of the dry mixture methods, even before the filing of applications for patents in 1917, which were issued in America in 1920. These letters were ridiculed by motor works engineers.

Your attention is called to article appearing in Industrial and Engineering Chemistry, in July, 1925, entitled, "Equilibrium Vaporization of Gasoline", by Reston Stevenson and Herbert J. Stark; also article appearing in the same publication, in December, 1927, entitled "Determination of Volatility of Gasoline, by Reston Stevenson and Joseph A. Baber.

Your attention is also called to the articles by an official of the Bureau of Standards in Washington, Mr. Oscar C. Bridgeman, - one appearing in Industrial & Engineering Chemistry, August, 1928, entitled, "Dew Points of Air-Gasoline Mixtures from Distillation Curves", and the other, in the S.A.E. Journal of November, 1928, entitled, "Dew Point Data on Gasoline".

You will note therefore that the Bureau of Standards at Washington, as a result of six years' cooperation with your Associations and the S.A.E., confirmed the validity of the equilibrium vaporization method necessary to produce dry homogeneous mixture of liquid fuels in air either in the laboratory or in engine operating conditions; and all of these clearly demonstrated that the problem was not the simple one for solution of the wet mixture engine troubles, as alleged by people who addressed the S.A.E. in the year 1910.

Also please note the address of the writer, shown in the S.A.E. Journal of December, 1917, under the title of "Solving the Gasoline Problem", wherein again, in simple English, the advantages were pointed out of dry homogeneous fuel mixtures based on the road test data referred to in that address, which permitted the practical elimination of C O in engine exhausts in properly designed apparatus attached to the gas engines in motor vehicles.

In order to demonstrate the growing intensity of the fuel crisis referred to herein, please note the Report of the Chicago Conference dealing with the Actual stage of the fuel crisis, which appears in the S.A.E. Journal of November, 1919, pointing out in considerable detail the evils of wet mixture fuel methods which were threatening the very existence of the motor industry.

Please note the Report of the S.A.E. Fuel Committee, shown in the S.A.E. Proceedings of 1920, wherein that Fuel Committee recommended the adoption of dry mixture fuel methods and warned all concerned to consult patent counsel because of patents issued and pending on such dry mixture methods.

Please note that the S.A.E. Fuel Committee of 1920 had two men as members who are now officials and members of the Board of Directors of the G.M.C. controlling the patents, jointly with the Standard Oil Co. of N.J., for lead dopes in homogeneous mixtures of liquid hydrocarbons in air and on which is based the lead dope fuel monopoly, with the evil practices pointed out in the 1936 Report on Patent Pools, by the House Committee on Patents, under H.R. 4523.

Please note that this S.A.E. Fuel Committee of 1920, clearly stated that the life of the motor industry was involved in the problem of proper vaporization of fuels available at prices the public could afford to pay.

UNITED STATES PUBLIC HEALTH - 4 -

The writer in a subsequent communication to your organizations, will cite documentary proof of the piratical theories of the members of the National Automobile Chamber of Commerce concerning patents, when held by inventors and groups not members of the patent pool proposed and adopted in 1916 and where no consideration whatsoever was to be given to even revolutionary process patents based on new science, when held by an independent inventor, not employed by the members of the patent pool involved.

In subsequent communications to your organizations, the writer will also cite documentary proof of the fact that the members of the lead dope monopoly prostituted the invention of dry homogeneous mixtures for the elimination of C O and better operating efficiency in the gas engines in motor vehicles, by adding lead dope to the dry mixtures and thereby developed the greatest en masse cumulative poisoning of people, contributing to the ghastly list of deaths, injuries and losses to the public purse of America, not approached by anything in history of a similar nature.

Yours sincerely,

Scientific Research Division

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