

REGISTERED

DEPPE MOTORS CORPORATION

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

SUPERHEATED

GAS

ENGINES

PATENTS ISSUED AND PENDING



RECEIVED

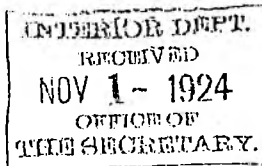
October 31 1924
1924 NOV 1 11 45

CHIEF SURGEON

U. S. PATENT OFFICE

Mr. Hubert Work,
Secretary of the Interior,
Washington, D.C.

Dear Mr. Work:



Please note attached copy of New York Times of today, showing the article entitled, "Bar Ethyl Gasoline as 5th Victim Dies".

Please particularly note that Mr. Midgley alleges that the Bureau of Mines has been conducting tests on request of the General Motors Corporation and Standard Oil Co. of New Jersey, for ten months, and will issue a statement in a few days on the subject.

I cannot express the shock such a claim by Mr. Midgley gives me, realizing the real facts as I do.

The Bureau of Mines seems alive to the grave dangers to the public in C.O. poisoning as shown in their circular No. 2593, of April, 1924, and I have commended their loyalty to the public as public servants in that C.O. phase of the fuel problem in gas engines.

I do not know how to phrase language in polite terms strong enough, however, to tell you what I feel is the real nature of the Bureau's action as public servants in keeping still for ten months about the danger of lead poisoning in the wide use of lead dopes in motor fuels.

The mere suggestion to use such a dope is, in fact, too monstrous to consider in view of the strict regulation about the use of lead compounds in face powders, food retainers, paints, etc.

Mr. Midgley claims 800,000 cars are already using this Ethyl Gas, and 10,000 filling stations are selling it.

Note my letter, as per copy herewith, to the American Chemical Society of April 9, 1924.

Mr. Midgley admits the lead comes out of the exhaust in form of invisible dust of lead bromide, while Dr. Burrell of the American Chemical Society in published articles, says it comes out as lead chlorides.

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My contention is that lead compounds in any form taken into the human body are cumulative poisons, hence should be summarily prohibited as motor dopes regardless of alleged advantages in wet mixture engines, not equipped with proper carburetting devices for the present fuels, as laid down in the Federal Oil Specifications, to which the Bureau of Mines is a party.

Dr. Henderson of Yale says that C.O., so far as effects on people inhaling are concerned, is comparable to an equivalent amount of alcohol in toxic effect.

Now you allow the cumulative lead poison to be added to an already outrageous flood of poison gas in form of C.O. the basis for the German War Gases, as I recall it now.

Some part of the 22,000 deaths and nearly 700,000 accidents in a year on highways, as stated by Secretary Hoover, must be charged to the toxic effect of the exhaust poisons due to incomplete carburetion and lead dopes, in my opinion.

Your Bureau of Mines is a party to the Federal Oil Specifications which consider only wet mixture engines like Ford's, and also limit laboratory tests to the Engler fractional distillation tests, with incomplete vaporization.

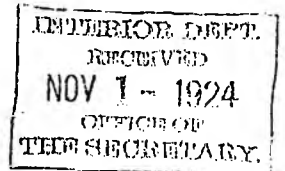
You refuse to consider the dry mixture engines with the equilibrium phase of complete vaporization, which I have fully explained to the Bureau of Standards and to which I have called the Bureau of Mine's attention without even getting an acknowledgment.

May I be pardoned if I ask you frankly now, does the Bureau of Mines exist for the benefit of Ford and the G.M. Corporation and the Standard Oil Co. of New Jersey, and other Oil Companies parties to the distribution of the Ethyl Lead Dopes, or is the Bureau supposed to be for the public benefit and in protection of life and health?

How can you attempt to justify the action of the Bureau on this lead dope problem in the face of the disaster in the Standard Oil Co. of New Jersey works, and the admitted deaths and injury to health in the G. M. Dayton Works, also the Dupont Chemical Works?

April 9, 1924.

American Chemical Society,
Washington,
D. C.



Gentlemen:

I notice in the New York Herald-Tribune of even date mention of the fact that the subject of Tetra-Ethyl Lead dope for fuels is to be discussed in the next meeting of the Society at Washington the latter part of this month. The article alleges this poisonous compound will double miles per gallon.

In this connection, I beg to call your attention to the attached article by Dr. Henderson of the Yale Technical Staff from the New York Times of March 3, 1924, under the heading of "Health Hazards in Automobile Gas".

I also beg to call your attention to the paper read before the Society of Automotive Engineers, at their annual meeting in Detroit in January, 1924, by Doctors Holloway and Young, of the Purdue University Staff on the subject of high compression engines without the use of doped fuels.

I also call your attention, in this connection, to the statements of Mr. Horning, Chairman of the Society of Automotive Engineers Research Committee for 1924, as shown on page 31 of the American Petroleum Institute Bulletin under date of December 31, 1923. As spokesman for the Motor Industry, Mr. Horning told the Petroleum Institute members present, as follows:

"I want to make one statement to you this evening that I suppose will be interesting. The petroleum industry today and the automobile industry today can supply gasoline and engines that will drive small cars at 40 miles per gallon (and that is an actual thing) without doped fuels. With doped fuels I will state to you gentlemen it is easy to produce a small car that will go 50 miles on a gallon, and that is multiplying their mileage by two and three. It is being done on the roads today and all we need is a public demand for economy, if it ever will come, to give them those mileages."

It will appear, according to Mr. Horning, that it is possible to drive small cars forty miles per gallon without doped fuels, which is perhaps double the mileage per gallon of any commercial cars now operating in the hands of the public. You will note that Mr. Horning states that ten Miles per gallon may be added by the use of doped fuels, which is an alleged gain of 25% not 100%, as stated in press reports.

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Also, why does the Bureau allow the Joint Tests in Washington between the Government Departments, the Oil and Motor Interests, to be limited to wet mixture engines only, and thus in effect, so far as the public is concerned, play into the hands of Ford, the G.M. and the Oil Companies and against public health and efficiency in use of fuels?

Yours sincerely,

#2

I have been a great believer in high compression engines using completely vaporized fuels before entering the cylinders of motors. I have no objections to any dopes or additional constituents for any fuels whether added in the oil refinery or whether as an addition by the public and made by outsiders, if such dope increases the efficiency of the fuels and motors in the hands of the public, also provided such dopes do not unduly increase prices of fuels, in view of the fact there is already serious complaint against existing fuel prices.

I particularly remonstrate against the poisonous fluids and possible solids in minute form in the exhaust gas when using these poisonous compounds, such as those based on lead, for the reasons stated in the attached article from the New York Times by the Yale Technical men.

I have also been amazed at the seeming indifference of the public authorities in allowing such poisonous compounds by the carload to be sent into interstate commerce, apparently contrary to laws relating to the manufacture, use and sale of all poisonous articles of commerce otherwise.

As a member, I desire to ^{also}formerly request that you make this letter a part of the proceedings of the meeting, if the paper announced by the General Motors representative is allowed to be presented to the meeting in Washington, as a matter of record and notice to the Society of the nature of the compound that is to be discussed on the occasion, if the press reports before me are correct.

I feel it would be a neglect of public duty on my part, as an advocate of public rights in the premises if I failed to put you on record in this matter now.

Yours sincerely,

W. P. Deppe.

enclosure.