

Mr. Gibbons
Miss Roche
Mr. Taylor

Mr. Oliphant
Mr. Gaston
Mr. McReynolds

. DEPPE

URCH STREET
K CITY, U. S. A.

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2021-

General

SUPERHEATED

G A S

ENGINES

PATENTS ISSUED

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Mr. Allen
Mr. Anslinger
Mr. Bartelt
Mr. Batchelder
Mr. Bell
Mr. Berkshire
Mr. Birgfeld
Mr. Broughton
Mr. Bryan
Miss Chauncey
Mr. Davis
Miss Diamond
Miss Flanagan
Mr. Graves
Mr. Greenberg
Mr. Haas
Mr. Hall
Mr. Hanna
Mr. Harlan
Mr. Harper
Mr. Heffelfinger
Mr. Holvering

Mr. Hester
Mr. Julian
Mr. Kilby
Mr. Lochhead
Miss Lonigan
Mr. Moran
Mr. Murphy
Mr. O'Connor
Miss O'Reilly
Adm. Peoples
Miss Reynolds
Mr. Rose
Mr. Ryan
Mr. Schoeneman
Mr. Sloan
Mr. Smith
Mr. Spangler
Miss Switzer
Mr. Thompson
Mr. Upham
Comdr. Waesche

December 18, 1936.

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vernment Administration, the
sion of the U.S. Supreme Court.

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Coordinate Branches of the
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the Federal Government chal-
to protect the Constitu-
ally expressed in the Consti-

Sincerely yours,



Enclosure. ✓

B. A. 2



U. S. PATENT OFFICE

W. P. DEPPE

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

SUPERHEATED

GAS

ENGINES

PATENTS ISSUED

December 18, 1936.

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

FILE
Kmp

Dear Sir:

Please note copy of joint letter to the American Petroleum Institute and the Automobile Manufacturers Association, of the 17th inst., outlining documentary proof showing lead dope fuel pool and the patent pool in the Motor Association, with allied members of the two Associations, are exercising powers of a super-government more ruthless than Russian Communism, and literally ignoring the U.S. Government Administration, the Congress and even Boasting domination of the U.S. Supreme Court.

It is the writer's opinion for what it may be worth to you at this time, that the groups named herein are in law and fact literally in open and continued rebellion against the U.S. Constitution and the three Coordinate Branches of the Federal Government, and believes it is his duty to persistently present the unpleasant facts to all concerned, so long as those in rebellion for private profit, do not voluntarily eliminate the grave injury to the public interests involved, or until the lawfully constituted officials of the Federal Government challenge these evils under their oath to protect the Constitution and the public welfare especially expressed in the Constitution, as adopted by the people.

Sincerely yours,

Enclosure. ✓

B.A. 2

December 17, 1936.

Automobile Manufacturers Association,
#366 Madison Avenue, City.

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

Gentlemen:

SUBJECT: DOCUMENTARY PROOF SHOWING THE LEAD
DOPE FUEL POOL AND THE PATENT POOL IN THE MO-
TOR ASSOCIATION, WITH ALLIED MEMBERS OF THE
TWO ASSOCIATIONS, ARE EXERCISING POWERS OF A
SUPER-GOVERNMENT, MORE RUTHLESS THAN RUSSIAN
COMMUNISM, AND LITERALLY IGNORING THE U.S.
GOVERNMENT ADMINISTRATION, THE CONGRESS AND
EVEN BOASTING DOMINATION OF THE SUPREME COURT.

Referring to my letters of November 18th, 25th, and December
7th, 1936, on the other phases of the subject herein dealt with, in order
that the evil intent of the lead dope fuel pool and the motor patent pool
may be clearly disclosed, please note the following documents of public
records:-

(a) On page 15, 1920 Transactions of the Society of Automotive
Engineers, Part II, appears report on the Utilization of Fuels in Exist-
ing Engines, wherein it is stated in part, as follows:

"It is the conviction of the committee and those whose criti-
cism has been of inestimable aid in working out the report
THAT THE VERY LIFE OF THE INDUSTRY DEPENDS UPON THE ADOPTION
OF BETTER MEANS OF VAPORIZATION. The method suggested in this
report is one of several means whereby better vaporization can
be accomplished. It has been chosen as the subject of this re-
port because of its simplicity and ease of application".

On page 29 of the same publication named, in the list of signers
appear the names of H.M. Crane, technical assistant to the President of the
General Motors Corporation, and J.H. Hunt, of the Board of Directors of the
G.M.C.

This report, on page 16, also states as follows:

"A dry mixture gives the best distribution and most complete
combustion".

The discovery science process patents issued in 1920 to the
writer covered the methods of producing dry mixtures, made under equilibrium
vaporization conditions, with vaporizing points from 100 to 125 deg.F. lower
than wet mixture conditions, thus retaining so-called volumetric efficiency

in spite of using superheat at lower temperatures than possible in wet mixtures, in then existing engines; also permitting higher compressions giving greater power and fuel economy, and as shown by the writer in his remarks in the 1921 S.A.E. Transactions, Part II, on page 327 and 328, eliminating preignition under high compression and preventing peak pressures after ignition, eliminating so-called detonation, breaking down of engine parts, and without carbon monoxide gas in exhausts.

The writer also pointed out that this dry mixture fuel method would allow refiners to utilize 80 to 90 per cent of crude oils for suitable motor fuels, without 'doping' motor fuels, without altering design of existing wet mixture engines, and requiring nothing further than to prepare the fuel charges properly, and coordinating the natural elements involved, by operating them simultaneously and continuously in the complete cycle of events. Curves were shown of the dry mixture methods showing indicator cards similar to steam engine curves, instead of the erratic wet mixture curves familiar to all gas engine experts.

(b) On page 296 forward, in the S.A.E. Transactions, Part II, 1921, appears an address by C.F. Kettering, President of the G.M.C. Research Division, in which appear the following remarks: (See p. 297):--

"We realize that we are so inadequately equipped mentally and physically, to cope with all of the ramifications of this problem, that we need to show the progress made from year to year and to get all automotive engineers to think along this same line. It makes no difference whether a single thing I have said is right or wrong".

"If I can convey the view of realizing that this problem exists, I shall be satisfied".

"The anti knock substances (lead dopes, a cumulative poison - this insertion made by writer) are not nearly on a commercial basis as yet. They are more nearly on a commercial basis than they were a year ago because people understand the situation better".

Thus, it will be clear to any layman that Mr. Kettering was plotting against the public welfare in misleading all concerned into the idea that cumulative poisonous lead dopes were necessary in dry mixtures, by deliberately ignoring the fact that the wet mixture fuel problem had been solved by the writer as shown by the recommendations of the S.A.E. Fuel Committee of 1920, on which were two officials of his Corporation, (the G.M.C.), about dry mixture solving the problem of wet fuel mixtures, as outlined in the Deppe patents of 1920 and in the statements of Deppe on pages 327 and 328 in the 1921 S.A.E. Transactions, Part II; showing complete combustion was practical without carbon monoxide and eliminating the necessity for using cumulative lead dope poisons, as now controlled by the lead dope patent pool mentioned in the Report on Patent Pools, by the House Patent Committee, under H.R. 4523, 1936, with all its ghastly costs to the public health, injury and its purse, for the privilege of committing slow suicide and even death in highway accidents, now greater than war conditions.

It will also be clear to any layman that the G.M.C. sales and production management, in 1922 models, deliberately adopted the recommendations of the S.A.E. Fuel Committee of 1920 concerning the use of dry superheated mixtures for solving the problems of wet mixture fuel methods discussed in the writer's letters to your Associations under dates of November 18th, 25th and December 7th, 1936.

In spite of Mr. Kettering's expressed belief that everyone in the S.A.E. were inadequately equipped mentally and physically, to cope with the ramifications of the fuel problem, any layman, by referring to the daily papers of 1922, will discover that the G.M.C. and other members of the Automobile Manufacturers Association, in spite of their mental and physical handicaps, were then running page advertisements, each works glorifying its own engineers as the men of genius in science and invention, who discovered and perfected the dry mixture fuel methods developed by the writer, as shown in U.S. patents issued to him in 1920, and as disclosed in S.A.E. proceedings and letters to the industry, referred to in my previous letters to you, and in Court records in the litigation between G.M.C. and the writer since 1922 in the Federal Courts.

These actions thus indisputably disclosed the deliberate en masse intent of the G.M.C. and other members of the motor patent pool to exercise mob-law rule in the seizure of the Constitutional property rights of Deppe, et al, to solve the wet mixture fuel problem which had developed from 1916 to 1920 as a fuel crisis, to a degree that the S.A.E. Report of 1920 frankly admitted it involved the very life of the industry.

This en masse seizure of Deppe's constitutional property rights was in exact accord with the theory of the motor patent pool members shown in the Automobile of July, 1915, where it was clearly shown that the members of that pool intended to ignore men who held patent rights and who were not members of the said patent pool.

The mob-law rule exercised by the members of the motor patent pool in 1922, in seizing without leave or license from Deppe, et al, the valid patent rights on the dry mixture methods based on new discovery science, now known as equilibrium vaporization and developed by Deppe, is also in exact accord with the tactics more ruthless in some respects than that of the Russian Communists, as shown in the 1936 Report of the Patent Pool Committee in the House of Representatives, under H.R. 4523, where well-known technical authorities bluntly stated that those who dominated patent pools, exercised methods altogether contrary to the U.S. Constitution and the Patent Acts of Congress based thereon.

The writer pointed out in his letter of December 7, 1936, page 4, the fact that the lead dope fuel patent issued in name of Midgley of the G.M.C., specifies the use of lead in homogeneous mixtures, which must be dry mixtures to be homogeneous; also that it is alleged Midgley was not the inventor of the use of lead dopes, alleged to have been disclosed to the G.M.C. by two Denver chemists.

The documentary data herewith cited supports the writer's contention that the lead dope patent pool and the motor patent pool involved herein, are operated by men who disclosed intent to prostitute the dry

mixture methods by adding lead dopes, and who are literally and in practice, nothing more or less than what is generally known in the world as Communists, although these Communists (designated by President Roosevelt in his Philadelphia Convention speech as economic royalists), are posing in published articles, as public benefactors, while deliberately concealing the ghastly evils they are inflicting upon the public as outlined herein and in my prior letters to your Associations.

The writer, in his next essay, on this subject to your Associations, will support his grave charges by citing definite data in Federal Court Records showing the G.M.C. violation of the U.S. Constitution, the Acts of Congress, Truth, and Science, with the deliberate intent disclosed to mislead the Judges into believing that the G.M.C. false statements and fraud in Court proceedings, should be the basis for decisions, but which are ultra vires under the universal rule that Fraud Vitiates Everything into which it Enters.

The colossal attempts, by piracy and fraud, to completely destroy Deppe, et al, by the G.M.C., were to prevent his further resistance to the evil methods of the lead dope motor fuel conspiracy and the piracy of valid patent rights by the motor patent pool members.

This unsavory record by the G.M.C., to which the members of your Associations are silent partners and still benefitting from their silence concerning crimes against the public welfare, also forgetting their duties as citizens of the U.S. to support the Constitution, the Acts of Congress based thereon, and to defend the courts against fraud by litigants, resulting in judicial fraud - which is the situation now existing as a result of the repeated fraud of the G.M.C., even in the Supreme Court of the U.S. - demands prompt and fearless voluntary action by your Associations and members, unless it is your intention to force Congress to deal harshly with the greatest group of Communists now in our Nation.

Very truly yours,

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SECRETARY OF 18EY208A
OFFICE



U. S. PATENT OFFICE

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

December 3, 1936.

Mr. W. P. Deppe,
149 Church St.,
New York, N.Y.

Dear Mr. Deppe:

This will acknowledge receipt of your letter enclosing a copy of a letter to the Automobile Manufacturers Association and the American Petroleum Institute.

We have noted the information in your letter, and it will be filed for further reference.

Sincerely yours,

R. R. Sayers
Medical Officer in Charge.

RRS:LA

Sincerely yours,

W. R. Lane



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

DA 01 MA 02 NOV 1950



THE SECRETARY OF THE TREASURY
WASHINGTON

November 27, 1936.

FILE L. C. &

Mr. W. P. Deppe,
149 Church Street,
New York, New York.

Dear Mr. Deppe:

This will acknowledge receipt of your communication enclosing copies of your letters to the American Medical Society and Dr. Louis J. Dublin.

Your letter is being referred to the United States Public Health Service for their attention.

Very truly yours,

Secretary of the Treasury.

file
RRS-
12/1/36

reply direct
in at all - 16
is a regular correspondence



U. S. PATENT OFFICE

149 CHURCH STREET
NEW YORK CITY, U. S. A.ENGINES
PATENTS ISSUED

November 13, 1936.

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

Dear Sir:

Please note enclosed copies of my letters of even date herewith to the American Medical Society, and Dr. Louis J. Dublin, of the Metropolitan Life Insurance Company.

I have pointed out to you in the past that the Public Health Bureau, in your Department, during Mr. Mellon's regime, approved the use of lead dopes in motor fuels, in spite of the ghastly data in the records of the Public Health Bureau showing the grave effect on human beings through cumulative lead poisoning.

Sincerely yours,

Encs.

November 13, 1936.

American Medical Society,
Chicago,
Illinois.

Dear Sirs:

I am taking the liberty of handing you herewith copy of my letter of even date herewith, to Dr. Louis J. Dublin, of the Metropolitan Life Insurance Co., relating to the seemingly steady decrease in the fertility of American women, which is causing alleged decreased birth rate.

I do not have to present any argument to the members of your esteemed society to demonstrate the cumulative effects of lead poison generally. Nor do I have to present any argument that lead vapor coming out of the exhausts of millions of motor vehicle engines on our highways at this time, due to the use of lead dopes in fuels, is nothing more or less than deliberate wholesale poisoning of the American people for the selfish profit of the two monopolistic corporations forcing such a situation onto the American people.

I believe this is clearly against the public welfare as expressed in the U.S. Constitution; and the House Patent Committee Report on Patent Pools, under H.R. 4523, of 1936, contains documentary evidence that this situation is unnecessary and imposes several hundred millions of dollars in excess charges on the American people, for committing slow suicide.

Sincerely yours,

Enc.

(COPY)

November 13, 1936.

Dr. Louis J. Dublin,
Metropolitan Life Insurance Co.,
New York City, N.Y.

Dear Sir:

I have noted with deep interest your remarks about the steady decrease in the fertility of American women which, if the trend continues in the future, may have dreadful consequences to this Nation.

May I respectfully submit that in all of the discussions I have seen in recent years about the loss of sexual fertility in human beings in this Nation, none of them has publicly mentioned the fact that the people of this Nation are living in an atmosphere of cumulative poisonous gases on our highways, particularly lead fuel dope vapors and carbon monoxide.

If I correctly understand the present views of the medical fraternity in the world, it is not questioned by anyone capable of expressing a valid opinion on this complex subject, that lead poisoning decreases, and in many cases ultimately destroys, sexual fertility.

Further, the constant inhalation of carbon monoxide has a toxic effect on human beings similar to excessive use of alcoholic beverages, and between the carbon monoxide and lead accumulating in the human body, the chemical equilibrium of the human tissues are upset to a degree that is one of the gravest sources causing more than 500,000 inexplicable accidents per annum in our highways, resulting in the deaths of more than 36,000, the permanent injury of more than 100,000 and more or less grave injuries to more than a million other people; with a monetary loss estimated to be more than one billion dollars per annum.

One of the mysteries of our times is the refusal of the medical profession and insurance companies in this Nation to take hold in these ghastly problems against the public welfare and bring about the proper legislation to stop the injury and slaughter of human beings in this Nation which makes the Borgias of Italy pikers in the sport of poisoning their opponents, and equalled only by the wars between Nations in recent decades.

Sincerely yours,